

Attachment 2
Community Plans—
Environmental Goals and
Policies

**PROGRESS GUIDE AND GENERAL PLAN , COMMUNITY PLANS, AND OTHER PLANS
ENVIRONMENTAL GOALS and POLICIES**

In addition to the General Plan, there are 38 community plans in San Diego. There are special area planning documents for parks, special resource areas and specific plan areas. While each of the plans addresses unique issues and concerns, they also address many similar environmental goals and contain similar policies. Most plans have an overall goal of preserving and enhancing the high quality and character of the area. The following recommendations, objectives, goals, and/or policies regarding the environment are contained in almost all of the plans:

- o Prohibit land uses adjacent to sensitive habitats that negatively impacts those areas; if there are impacts, the new development is responsible for the restoration and enhancement of the area.
- o Minimize or eliminate development impacts on rare, threatened, endangered, or candidate species.
- o Limit public access in areas of sensitive habitats to low-intensity recreational, scientific, or educational use.
- o Control or confine access to designated trails or paths, and no access shall be approved which results in disruption of habitat.
- o Restore sensitive habitat area that is degraded by human activity, or compromised by the presence of exotic or invasive plant species.
- o Preserve and enhance all open space with non-building or negative open space easements.
- o Design the construction or improvements of roadways adjacent to biologically sensitive areas or open space to avoid impacts, especially in wetlands and wetlands buffer areas.
- o Maintain regulations that prohibit contaminated runoff from reaching any of the sensitive open space areas.
- o Preserve hillsides and treat them sensitively.
- o Require that development constructed on natural hillsides preserve and enhance the beauty of the landscape by encouraging the maximum retention of natural topographic features.
- o Design roads serving hillside and canyon developments carefully and sensitively.
- o Require access roads to follow the natural topography, whenever possible, to minimize cutting and grading.
- o Enhance public access to the beach, bay, and park areas along the shoreline to benefit community residents and visitors.
- o Preserve the beach and shoreline areas through appropriate erosion control measures that will maintain the natural environment, yet allow for the effective drainage of surface water.
- o Develop sufficient and convenient parks and recreational facilities to serve the existing and future residents of the community.

In addition, most plans contain a Circulation/Transportation Element. Generally, the goal of that element is to provide a circulation system to safely and adequately accommodate traffic within the community and establish linkages with other parts of the City. Goals that are typical of the transportation elements include the following:

1. Mitigate potential impacts to environmentally sensitive areas due to road improvements through the restoration and enhancement of that open space system to the maximum extent feasible.
2. Reduce or eliminate impacts to road improvements that traverse sensitive areas.
3. Improve public transit service and provide regular bus service, light rail transit and commuter rail should link the community with the regional transportation network.
4. Provide bikeway and pedestrian paths that link all areas within the community.
5. Require that street improvements be compatible with the surrounding areas.
6. Prohibit the elimination of existing parking.
7. Provide an adequate, accessible, and well-maintained supply of parking for residents, businesses, and tourists.
8. Provide adequate off-street parking for vehicles in all community projects.
9. Require new development to provide parking and address pedestrian activity in site design proposals.
10. Locate transit stops to maximize access and optimize transit service and pedestrian and bikeway connections.
11. Support the provision of park-and-ride facilities in the vicinity of access points to the major regional transportation facilities.

SPECIFIC ENVIRONMENTAL GOALS and POLICIES

General Plan

The Progress Guide and General Plan includes the following recommendations, policies, and guidelines which are distinct from those guidelines which are common to all planning policy documents.

- Apply permanent agricultural zones in areas where climate, groundwater quality, and soil conditions are conducive to the production of agricultural products on an economically viable basis.
- Provide a range of opportunities for active and passive recreation, educational activities, and neighborhood identification, in all parts of the City, adapted to the needs and desires of each neighborhood and community.
- Require approximately 20 acres of urban recreation land for each 1,000 residents citywide.
- Retain all park land for recreation purposes only. As opportunities arise, repossess for recreation purposes desirable park areas that have been diverted to other uses.
- Acquire non-public beach areas for public use and preserve and identify access.
- Make suitable provision for parks or open space public areas in redevelopment plans for areas presently park-deficient.
- Retain premium agriculturally productive lands in agricultural usage.
- Prohibit development of floodplains, steep slopes, canyons, coastal and waterfront lands or minimally developed lands.
- Prohibit filling of canyons; grading should be kept to a minimum, and natural drainage systems should be preserved.

- Limit the use of beaches and shoreline to appropriate ocean-oriented recreational and educational uses.
- Increase utilization of local water resources.
- Decrease reliance on imported water.
- Protect major mineral deposits against encroachment by land uses which would make their extraction undesirable or impossible.
- Produce sand and gravel with minimal harm and disturbance to adjacent persons and properties.
- Integrate extraction and processing of construction materials with other existing and proposed land uses.
- Conserve endangered species and manage all resources necessary for their survival.
- Control use of off-road vehicles.
- Protect and enhance the quality of San Diego's air resources.
- Preservation of San Diego's rich historical and prehistoric tradition so that it may become part of the consciousness of the present and future generations.
- Effectuation of a cultural resources management program that maximizes, insofar as practicable, the living utility of historic resources.
- Conserve not only structures of outstanding historic and architectural merit, but also those structures which contribute to the economic and social well-being of the City.
- Enact local ordinances which would ensure effective preservation, protection, and management of significant cultural resources and would place such resources in the public domain.
- Conserve in their entirety the largest and most unique prehistoric sites found within the City to be held for investigation with more sophisticated techniques developed at some future time.
- Preservation of historic resources in number and type so as to successfully evoke the distinctive character of all significant stages of San Diego's history.
- Ensure that land use designation, zoning, and specific project development plans are consistent with adopted land use-noise level compatibility standards.

Ensure that mitigation measures needed to achieve compatibility with the noise environment are made enforceable conditions of project approvals.

- Eliminate as soon as possible incompatible land uses in areas adversely impacted by aviation noise by reducing noise levels, converting land uses, or by successfully mitigating the noise impact to noise-sensitive uses.

Increase enforcement of restrictions on off-road vehicle use to eliminate this source of noise from local neighborhoods.

Community Plans

Many of the community plans have more specific recommendations and goals in addition to those stated above under Common Environmental Goals and Policies. These more specific recommendations and goals are designed to reflect the unique issues and concerns pertinent to that individual community. These specific environmentally related recommendations and goals are stated below.

Torrey Pines Community Plan

The Torrey Pines Community Plan (September 1994) states the following policies for preserving biological and cultural resources:

- No filling, clearing, grubbing, or other disturbance of biologically sensitive habitats shall be permitted without approved mitigation plans;
- Coastal lagoons and estuaries that are designed and zoned open space shall remain undeveloped;
- Riparian vegetation in channels through the Sorrento Valley industrial area shall be preserved in its natural state in order to maintain its vital wildlife habitat value;
- Crest Canyon shall be left in its natural state in order to preserve those biologically sensitive habitats identified within this park;
- New development, both public and private should incorporate site planning and design features which avoid or mitigate impacts to cultural resources; if sufficient plan flexibility does not permit avoiding construction on cultural resource sites, mitigation shall be designed in accordance with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission;
- All Torrey Pine trees on public property should be preserved and protected.

The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted where there is no feasible less environmentally-damaging alternative, where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following newly permitted uses and activities:

- Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas;
- Restoration purposes;
- Nature study, aquaculture or similar resource dependent activities.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Buffer zones sufficient to protect wetlands shall generally be 100 feet in width, unless the applicant demonstrates that a smaller buffer will protect the resources of the wetland based on site-specific information including but not limited to the type and size of the development and/or proposed mitigation which will also achieve the purposes of the buffer.

The community plan states that all new development within the coastal zone shall be designed to be consistent with multi-species and multi-habitat preservation goals and requirements as established in the statewide Natural Communities Conservation Planning Program, and shall comply with the City of San Diego MSCP Interim Habitat Loss Permit Process, or shall obtain an incidental take permit under Section 4d, Section 7 or Section 10a of the Endangered Species Act related to the California gnatcatcher.

San Pasqual Valley Community Plan

The overall goals of the San Pasqual Valley Community Plan (June 1995) have been based upon issues related to the preservation of natural resources, preservation of agricultural land uses, preservation of historical and cultural resources, and traffic circulation that accommodates the needs of the residents.

The following are policies of the plan related to the overall goals:

- Manage agricultural activity to minimize soil erosion and minimize the release of contaminants into the groundwater basin and Hodges Reservoir;
- Prohibit or regulate local activities that are proven to be a significant detriment to the maintenance of useable water quality in the groundwater basin and Hodges Reservoir;
- Limit retail activity in areas designated for agriculture to uses that are related to agriculture such as the sale of locally grown farm products;
- Preserve the undisturbed oak woodland, chaparral and coastal sage scrub habitats throughout the valley as open space;
- Preserve or restore native riparian vegetation along the course of the San Dieguito River and its tributary creeks;

- Preserve a wildlife connection along the watercourse of the San Dieguito River; connections to upland habitat areas shall be preserved following the river's tributary creeks;
- Permit construction and maintenance activities for flood control purposes within open space;
- Allow periodic sand removal in the riparian open space corridor beyond the maintenance of the 40-foot pilot channel only if it is determined to be beneficial to the riparian corridor as part of the implementation of an approved restoration plan;
- Include the open space designated by this plan in the Multiple Species Conservation Program (MSCP) preserve;
- Preserve sand resources to meet projected regional demand, and to provide income to the City, by designating areas containing significant sand resources for agricultural land use;
- Require that recreation uses have a low impact on the valley's natural resources and on adjacent land uses, including agriculture;
- Develop recreational use of Hodges Reservoir in a manner consistent with the reservoir's use as a source of public water supply;
- Protect and maintain significant cultural resources as determined by a comprehensive cultural resource survey;
- Protect and maintain the historic agricultural character of the San Pasqual Valley.

University Community Plan

The environmental goals of the University Community Plan (January 1990) include limiting traffic in order to reduce congestion and air pollution, and to minimize the impact of aircraft noise and the consequences of potential aircraft accidents.

Development within canyon bottoms and on slopes with greater than 25% gradients are strongly discouraged through the plan. However, for development that does occur on canyon bottoms, along bluffs or on steep slopes, it should be consistent with the following guidelines:

- Planned developments should be used in hillside areas to permit clustering the structures on the more level areas and to reduce grading;
- Only a small portion (10%) of the slopes with 25% or greater gradient should be graded;
- Except as necessary to provide adequate fire buffers around structures, the natural vegetation on slopes should be retained;
- Development, alteration or grading of natural landforms should not occur along bluffs or cliffs, within drainage canyons or on slopes of 25% or greater in the Coastal Zone in order to prevent erosion and to protect existing native plant communities and visual resources;
- Development on slopes or near bluffs should not contribute to erosion or geologic instability of the site or adjacent properties.

Old Town San Diego Community Plan

The open space and recreation element of the Old Town San Diego Community Plan contains the following recommendations:

- Hillsides within Presidio Park should be preserved in their natural form;
- Streets should be enhanced with landscape to encourage pedestrian movement;
- Existing mature trees that are fifty years or older should be preserved.

The circulation element states that further widening of streets for automobile access to enhance traffic improvements should not be undertaken.

Sorrento Hills Community Plan

The Sorrento Hills Community Plan (March 1993) contains the following guidelines for open space:

- Establish landscaping standards to maintain natural vegetation on undeveloped slopes, and natural vegetation on certain manufactured slopes to assure Community-wide landscaping continuity;

- Dedicate natural open space to public ownership, or establishing a mechanism for maintenance through property owner associations.

The goal of the Resource Management Element of the Sorrento Hills Community Plan is to preserve areas of high resource value, and establish a management plan for the community's resources that will encourage environmentally sensitive development. The plan identifies the following measures for achieving the goal:

- Identification of valuable natural environments and the development of a plan for their preservation or mitigation;
- Establishment of categories of sensitivities for biological, archaeological, and paleontological resources;
- Establishment of development standards for energy and water conservation through available technology and land planning techniques.

Kearny Mesa Community Plan

The Kearny Mesa Community Plan (October 1992) contains the following pertinent policies.

- Correlate development intensities with the capacity of the circulation system;
- Prevent incompatible uses from developing on environmentally constrained land;
- Preserve vernal pool habitat on Montgomery Field in accordance with the preservation policies described in the adopted Montgomery Field Master Plan.

Otay Mesa-Nestor Community Plan

This community plan was recently updated (1997). The importance of the development of the Otay Valley Regional Park is evident in this updated plan; the plan contains the following strategies regarding this regional park:

- Preserve those areas of Otay Valley containing outstanding scenic, natural and cultural resources and recreational opportunities as a resource-based park.
- Prepare an Otay Valley Regional Park Concept Plan for adoption by the three participating jurisdictions.
- Protect and preserve the environmentally sensitive areas, and the rural character of the Otay Valley.
- Provide active and passive regioregional opportunities.
- Provide opportunities for educating the public about the natural and cultural resources of the Otay Valley.
- Encourage agricultural uses within the non-environmentally sensitive areas of the valley.
- Preserve a continuous east-west wildlife corridor and contiguous natural habitat throughout the Otay Valley.
- Provide a continuous east-west trail system for hiking, bicycling, and equestrian uses along the valley.
- Maintain the natural floodplain; prohibit channelization of the floodplain.
- Discourage new industrial and general commercial uses within the valley.
- Reclamation, restoration, and enhancement plans shall be submitted and implemented for mineral extraction and processing operations as required by state law.

In addition this updated plan contains the following environmental strategies:

- Apply the appropriate land use designations and zoning regulations in the three drainage basins - Otay River, Tijuana River and Nestor Creek.
- Improve Nestor Creek from its source at the southern termini of Lauriston and Paxton Drives to the point it drains into the Otay River.
- Work cooperatively with community residents to obtain historical knowledge of the flooding characteristics in their community to guide the decision process on development proposals.
- Work with the South Bay Union School District to develop neighborhood park planned in conjunction with the elementary school at Green Street.
- Bring all population based parks up to standard as soon as possible by providing al necessary development and improvements.
- Develop Granger Street, 15th Street and Cochran Avenue mini-parks.

Linda Vista Community Plan

This community plan is currently being updated. One of the overall community goals for the adopted Linda Vista Community Plan (July 1983) is to preserve natural open space in Tecolote Canyon and other steep hillsides. Recommendations in the Open Space Element of this plan include:

- Using the hillside design and development criteria as outlined in the Urban Design Element to repair damaged slopes and guide development which may occur on slopes or along canyon rims;
- Encouraging new development to employ Planned Residential Development Permits in order to cluster development away from more sensitive hillside areas.

Mission Valley Community Plan

The overall goal of the Mission Valley Community Plan (June 1985) is the continued development as a quality regional urban center in San Diego while recognizing and respecting environmental constraints and traffic needs, and encouraging the Valley's development as a community. Some of the overall objectives of the plan include:

- Encouraging high quality urban development in the Valley which will provide a healthy environment and offer occupational and residential opportunities for all citizens;
- Providing a framework for the conservation of important wetland/riparian habitats balanced with expanded urban development.

The Open Space Element contains development guidelines for hillsides:

- Whenever possible, preserve and incorporate mature trees and other established vegetation into the overall project design;
- Large scale development at the base of the slopes should not cut or grade, nor extend above the 150-foot elevation contour on the southern slopes.

Pacific Beach Community Plan

The following policies are from the Circulation Element of the Pacific Beach Community Plan (February 1994):

- The City shall identify additional transit corridors in the Pacific Beach community as appropriate to support transit oriented development policies;
- The City shall improve the road network to facilitate traffic circulation without widening streets, and without disrupting the neighborhood development pattern, streetscape or pedestrian environment;
- The City shall promote the establishment of Park and Ride facilities on or near East Mission Bay Drive, particularly in proximity to the proposed trolley station at Morena Boulevard and Balboa Avenue.

The Parks and Open Space Element contain the following policies:

- Kate Sessions Park shall be rezoned to an appropriate Open Space Zone and its natural resource areas shall be preserved in their natural state;
- Any new development of property directly abutting the Northern Wildlife Preserve shall maintain a buffer area and shall incorporate, where feasible, a controlled pedestrian trail and viewing areas around the marsh in accordance with the Sensitive Coastal Resource Zone and the specific proposals of this plan.

La Jolla Community Plan

The Natural Resources and Open Space System Element of the Draft La Jolla Community Plan (January 1995) contains the following policies:

- Limit public access in open space areas that contain sensitive resources to scientific or educational use;
- Prohibit surface water drainage allowed to drain over or near the bluff, and where street drainage

- systems erode bluffs, the drainage system should be redesigned to prevent bluff erosion;
- Develop a connected system of shoreline walkways that extend from La Jolla Shores Beach to Tourmaline Surfing Park in areas where feasible;
- Maintain existing parking areas, public stairways, pathways and railings along shoreline to preserve vertical access, allow lateral access, and to increase public safety at the beach and shoreline areas;
- Ensure that new development does not restrict or prevent lateral vertical, or visual access to the beach on property that lies between the shoreline and first public roadway, or to and from recreational areas and designated public open space easements.

The Natural Resources and Open Space System Element contains the following recommendations:

- Limit encroachment of new development in designated Open Space areas to 25% slope encroachment;
- Designate as open space the city-owned parcel (site 653) at the intersection of La Jolla Village Drive, La Jolla Scenic Way, and La Jolla Scenic Drive North;
- Protect the scenic value and visual quality of Mount Soledad Park, La Jolla Heights Park and habitat linkages through steep slopes and canyons from developments or improvements that would detract from the scenic quality and value of these resources;
- Require that where new development is proposed on property that lies between the shoreline and the first public roadway, a vertical and/or visual accessway of not less than ten feet in width and running the full depth of the property be offered for dedication as a public easement provided that the need for such accessway has been identified within this community plan or that no such accessway exists within a lateral distance of 500 feet of the project site;
- Avoid the placement of sea walls, fences and gunite on coastal bluffs, where feasible, in order to preserve the natural and scenic quality of these resources;
- Maintain lateral access for public use of the beach along the 1000-foot beachfront shoreline of La Jolla Shores Beach and Tennis Club below the mean high tide line;
- Maintain the natural scenic character of existing coastal trails;
- Maintain all existing steps and paved access ramps to beach and shoreline parks to increase public safety and vertical access to these areas;
- Designate the bluff faces adjacent to Coast Walk as an ecological reserve in order to help protect the integrity of the off-shore Underwater Park and Marine reserve;
- Designate Charlette Park as public open space.

The following policies and recommendations are contained in the Transportation Element of the La Jolla Community Plan:

- Consider a reduction in parking requirements for commercial projects that develop transit-oriented development standards and/or incorporate transportation demand management programs.
- Require commercial development along transit routes to provide landscaping and passenger waiting areas at transit stops within the public right-of-way;
- Implement a comprehensive coastal access parking plan for the village area that will relieve the impacts of office parking within residential blocks and encourage use of existing parking structures and surface lots within the commercial uses.

Midway Community Plan

The Midway Community Plan (May 1991) includes the following policies and recommendations:

- Provide off-site parking within one quarter mile of commercial areas;
- Consolidate the number of driveway entrances or curb-cuts on properties as redevelopment occurs;
- Reduce risks associated with geological hazards and impacts through project design;
- Require the usage of drought vegetation as a method of reducing soil erosion and runoff on all natural and manufactured slopes;
- Preserve the community's historical heritage and protect significant historic and architectural resources;
- Evaluate projects located on, or adjacent to, a significant historic, archaeological, or paleontological site for compatibility with the resource.

Mira Mesa Community Plan

The Mira Mesa Community Plan (July 1992) contains the following goals, proposals and policies:

- Restrict development in areas subject to flooding or high fire risk;
- Prohibit filling, clearing, grubbing or other disturbance of biologically sensitive habitat without all necessary City, State and Federal permit approvals and completion of mitigation requirements;
- Prohibit the planting of exotic or invasive plant species within or adjacent to existing sensitive habitats;
- Provide a 100-foot buffer and preserve all riparian areas;
- Preserve the floodplain and adjacent slopes of the five major canyon systems that traverse the community - Los Penasquitos Canyon, Lopez Canyon, Carroll Canyon, Rattlesnake Canyon and Soledad Canyon;
- Prevent and control the run-off of fertilizers, pesticides, and other urban pollution into riparian and floodplain areas;
- Require new developments along transit routes to provide turnouts for buses and passenger waiting areas in accordance with MTDB and City Policies;
- Prohibit driveways on six-lane streets when access is available from adjacent streets.

Centre City Community Plan

The Centre City Community Plan (July 1990) has the following specific objectives:

- Achieve a peak period transit mode split of 40% and an all day transit mode split of 12% by 1999 through improved passenger amenities, by providing transit vehicle priorities where appropriate, and by increasing train, trolley and bus service to and within downtown;
- Develop the waterfront as Centre City's principal open space, park and playground;
- Establish the streets of downtown as a primary element of the open space system-as connections to the waterfront, Balboa Park, activity centers, parks and plazas; as tree lined open spaces; and as continuous recreational paths;
- Provide a major open air space for large public gatherings;
- Provide a system of small open spaces throughout downtown to supplement the large open spaces of the waterfront and Balboa Park, to link the various downtown districts and to provide focal points for the various neighborhoods;
- Provide user-friendly, safe and continuous bicycle access to and within downtown for both leisure and work trips;
- Establish a Centre City-wide maintenance district to maintain the downtown open space system.

Barrio Logan/Harbor 101 Community Plan

The goals of the Barrio Logan/Harbor 101 Community Plan (April 1993) include:

- Providing open space links to the waterfront for public access whenever possible;
- Establishing community access to San Diego Bay in coordination with the Port District in an area just north and west of the Bay Bridge;
- Developing a linear park at Chollas Creek in conjunction with the U.S. Navy and Army Corps of Engineers.

Rancho Penasquitos Community Plan

The Transportation Element of the Rancho Penasquitos Community Plan (June 1993) contains the following general policy recommendations:

- Each new development should contribute its fair share to needed transportation improvements based on traffic, transit ridership and population expected to be generated by the development;
- Adequate vehicular and pedestrian access should be available to serve all significant community

- resources and public facilities with an emphasis on safety, aesthetics and integration of facilities; and
- Off-road vehicles should be prohibited on designated open space areas and public property.

The Park and Recreation Element of the Rancho Penasquitos Community Plan contains the following policies:

- Natural and landscaped open space areas should be protected from unauthorized use of off-road vehicles;
- Developers should be required to dedicate selected open space areas which can serve as visual and noise buffers between and within neighborhoods.

The Open Space and Resource Management Element contains the following policies:

- The proposed expansion area (240 acres) of Black Mountain Park should be acquired by the City, the state, or another public agency; the underlying land use designation for this area is regional open space park;
- Exotic or invasive plant species should not be planted adjacent to natural open spaces areas;
- Development occurring adjacent to Penasquitos Canyon and Black Mountain Park should follow this criteria:
 1. The filling of lateral canyons and grading over canyon rims should be minimized except in those few areas not visible from the canyon floor; promontories and canyon rims that are visible from the canyon floor or Black mountain peak may be developed when suitable landscape screening is provided after thorough design review;
 2. Where grading is feasible, sculptured grading techniques should be used to blend slopes with natural land contours; graded areas should be built upon or planted rapidly in accordance with the City's grading ordinance;
 3. Only low-profile dwellings should be allowed near the canyon rims;
 4. Appropriate mitigation measures should be applied to archaeological sites found in the area.

Scripps Miramar Ranch Community Plan

The Parks, Recreation, and Open Space Element of the Scripps Miramar Ranch Community Plan (June 1978) contains the following objectives:

- Require developers to set aside at least 25% of the total project area for designation as park and/or open space;
- Encourage finger-like projections of open space entrances into neighborhoods to create additional access and more interesting design within residential developments;
- Forest open space area not adjoining Miramar Reservoir at a minimum of 100 eucalyptus trees per acre, thereby expanding the unique and valued eucalyptus environment of this community;
- Prohibit off-road vehicles on all open space and public property.

Serra Mesa Community Plan

The Environmental Management Element of the Serra Mesa Community Plan (March 1977) includes the following proposals:

- Open space and hillside conservation areas are limited to slopes of 25% or greater;
- If excessive land costs or other factors preclude purchase of proposed open space, development should be limited to "very low density" residential use (0 to 4 dwelling units per net acre, depending on slope), or other uses compatible with open space concept;
- On street parking of campers, trailers, boats and other pleasure vehicles, trucks and buses should be discouraged.

Skyline Paradise Hills Community Plan

The Skyline-Paradise Hills Community Plan (June 1987) contains the following recommendations:

- All new multi-family residential developments should be required to provide regular private recreational facilities and/or usable open space areas within the development;
- All City-owned park sites should be rezoned to an open space zone;
- Paradise Canyon is the community's highest priority in terms of retention. Those portions of the canyon not yet acquired should be retained for open space purposes through the planned residential development permit process or subdivision process and should be rezoned to R1-40,000. A 5-acre parcel located north of Boone Elementary School will be developed as a neighborhood park;
- The Jamacha open space system is recommended to be partially developed with a bicycle trail along the canyon floor;
- The slopes on the south side of Paradise Valley Road between Potomac Street and Munda Street should remain in their natural state;
- Areas proposed for open space designations should be rezoned to R1-40,000 to preclude development which is inconsistent with the topography.

Peninsula Community Plan

The Parks and Recreation Element of the Peninsula Community Plan (June 1987) includes the following recommendations:

- The Open Space Zone should be applied to City-owned park and recreation sites; Collier Park and Recreation Center should be rezoned to OS-P and Sunset Cliffs Park should be rezoned to OS-R;
- Sunset Cliffs Shoreline Park should be dedicated and developed in a manner consistent with resource protection;
- Only minimal improvements along the La Playa/Kellog Beach bayfront should be considered because of the beach area's small size, limited resource carrying capacity, isolation and use orientation which is geared to serve the immediate neighborhood;
- On-street parking should be maintained in this area by reducing curb-cuts and denying street vacation requests.

The Transportation and Shoreline Access Element in the Peninsula Community Plan contains the following pertinent recommendations:

- New commercial/office development should provide at least one parking space for every 400 square feet of gross floor area on-site or one space per 500 square feet of gross floor area in a common parking facility;
- New restaurant development, including restaurant conversions, should provide at least one parking space for every 200 square feet of gross floor area;
- Hotels and motels should provide one parking space per unit, while private clubs should provide one space per 400 square feet of gross floor area;
- Industrial development should provide one parking space per 800 square feet of gross floor area on-site or one space per 1,000 square feet of gross floor area if in consolidated parking areas shared by two or more uses in the vicinity it serves;
- Residential development should provide 1.3 parking spaces per one bedroom or studio unit and 1.6 parking spaces per two or more bedroom unit.

Mid-City Community Plan

The Open Space and Park/Recreation Element of the Mid-City Community Plan (September 1984) includes the following objectives:

- Apply the R1-40,000 or more restrictive zone to designated open space in order to ensure a development intensity consistent with the topography;
- Consider the use of Transfer of Development Rights to protect open space and encourage infill in the appropriate locations;
- Designate Chollas Creek as a linear open space system;
- Encourage block groups to construct and maintain their own mini-parks for children or to cultivate block gardens for vegetables or gardens;
- Encourage the use of roof tops for recreational purposes.

Greater North Park Community Plan

The Transportation Element and the Park/Recreation Element of the Greater North Park Community Plan (November 1986) includes the following objectives:

- Maintain the pedestrian interface between Balboa Park and the community, insuring that vehicular access to Balboa Park does not use local streets in Greater North Park as through travel routes;
- Establish a transit point at University Avenue and 30th Street in order to provide support to the central business;
- Utilize DART (Direct Access to Regional Transit) within various areas of the community where fixed route transit services are not readily available
- Enhance public space adjacent to community facilities, such as post office, libraries, schools and churches, to serve as a focus for passive recreation;
- Establish smaller neighborhood parks and mini-parks throughout the community, especially in areas more distant from larger park facilities.

Golden Hill Community Plan

The Open Space Element of the Golden Hill Community Plan (December 1987) contains the following objectives:

- Rezone all areas within the 32nd Street and 34th Street canyons designated as open space and in the Hillside Review Overlay Zone to the R1-40000 Zone; and
- Allow street vacations only where the land vacated will become part of a contiguous open space parcel.

Elliott Community Plan

The Elliott Community Plan (March 1971) states that natural resource deposits (sand, gravel and rock) should be protected by limiting or restricting land uses which would make extraction of such resources infeasible or impossible.

Clairemont Mesa Community Plan

In the Clairemont Mesa Community Plan (April 1989), the following objectives for the Open Space and Environmental Resources Element are included:

1. Reduce runoff and the alterations of the natural drainage system;
2. Minimize the contamination of Rose Creek and Tecolote Creek from urban pollutants and erosion;
3. Prevent residential landscaping from modifying the biological resources of canyon areas by using plant species which are non-invasive and compatible with the native vegetation.

Southeast San Diego Community Plan

Some objectives of the Transportation Element of the Southeast San Diego Community Plan (June 1987) are to minimize the effects of freeways on adjacent development and not to encourage the addition of freeways, and fully improve streets to reduce or remove "bottlenecks". Open Space objectives include maintaining and enhancing the community's cemeteries as unique landscaped areas of visual significance to the community, and increasing private recreational opportunities areas in new residential developments.

Navajo Community Plan

The following objectives and proposals are from the Navajo Community Plan (July 1982):

- Protect open space system from commercialization;
- Retain all park sites adjacent to proposed school sites even though the school sites may be declared a surplus;
- Develop all City-owned neighborhood parks;
- Lake Murray Community Park is to be developed as soon as possible to serve as a Community Park

- and Recreation Center;
- Acquire Adobe Falls Open Space Park as soon as possible;
- No through roads will be permitted through open space except for the extension of Navajo Road, design to parkway standards, through Navajo Canyon and the extension of Jackson Drive;
- Establish hiking trails in the San Diego River Basin through Mission Gorge which will minimize impacts to the riparian habitat;
- If portions of the open space system are not acquired by the City, they should be permitted to develop according to these guidelines:
 1. Low residential densities not to exceed one dwelling unit per acre in the Hillside Review Overlay Zone;
 2. Development permitted in these areas are allowed two dwelling units per acre on a slope of 0-24%, no more than one dwelling units per acre on a slope of 25%;
 3. If the canyon adjacent to existing or future school sites are not obtained for open space, a neighborhood park with a minimum of five acres should be reserved next to each school.

Rancho Bernardo Community Plan

The following objectives are from the Rancho Bernardo Community Plan (December 1988):

- To provide for the preservation of natural open space areas throughout the community.
- To provide park and recreation facilities that meet the needs of all age groups and interests in Rancho Bernardo community and meet or exceed City-wide standards.
- To promote the use of school recreation facilities for public use when they are not being used for school purposes.
- To establish an open space system that provides linkage between various elements of the community. Such linkages should facilitate pedestrian, bicycle and golf cart movement between recreational facilities, commercial centers, neighborhood schools and parks.
- To support the creation of a regional park in the Lake Hodges area.

LOCAL COASTAL PROGRAM

There is one Local Coastal Program (LCP) in the City of San Diego. There are two parts of the Program: the policies derived from the various community plans with coastal issues and the General Plan; and the implementing ordinances found in the zoning and land development sections of the Municipal Code. Each coastal community attempts to address the several issue areas identified in the State Coastal Act. Following are policies and/or proposals common to most of the Local Coastal Program Elements of the community plans:

1. Ensure that sensitive resources will not be removed or disturbed, and protected from significant disruption.
2. Restore or enhance sensitive habitat that is degraded or disturbed.
3. Minimize grading and maintain the natural topography to the maximum extent feasible for all projects.
4. Site all new development carefully and ensure it does not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, or in any way alter the natural landforms along the bluffs and cliffs.
5. Design developments adjacent to sensitive areas to avoid erosion, sedimentation, and other potentially damaging impacts.
6. Retain the character of existing landforms and preserve vegetation by ensuring that development in hillside areas conforms to the unique natural setting of each area and site.
7. Preserve the natural features and beauty of the coastline.
8. Ensure that all beaches be accessible to the general public and in new developments.
9. Set back new development along coastal bluffs to reduce the potential for erosion and slippage.
10. Protect and preserve diminishing natural coastal resources; public access in areas of

environmentally sensitive habitat shall be limited and no access shall be approved which results in disruption of habitat.

11. Ensure that public views from identified vantage points are retained and enhanced for public use and enjoyment by obtaining vertical and/or visual access.
12. Discourage and avoid to the greatest extent possible, land uses which restrict public access and enjoyment of the shore.
13. Establish a multi-modal transportation system throughout the city.
14. Create an integrated system of pedestrian, bicycle, local transit and automobile facilities; pursue development of a system of bike trails that will connect major activity areas with a focus on the ocean and natural scenic corridors.
15. Prevent encroachment into environmentally sensitive areas by proposing that transportation systems take into consideration neighboring amenities.
16. Establish alternative transportation modes for public access to the shoreline.
17. Design construction or improvement of roadways in sensitive habitat to impact the least amount of sensitive area feasible.
18. Incorporate pedestrian- and transit-oriented features into project designs in new commercial development along the identified transit corridors and in the core commercial area.
19. Maintain existing public parking facilities used for public beach access and prohibit reduction in existing public parking.
20. Develop a connected system of shoreline walkways.

In addition to the recommendations that are common to all plans with local coastal program elements, the coastal community plans contain more specific recommendations. These more specific goals are designed to reflect the unique coastal issues and concerns pertinent to that individual community and its coastal areas.

Barrio Logan/Harbor 101 Local Coastal Program

The Barrio Logan/Harbor 101 Local Coastal Program contains the following plan policies and/or proposals:

- Minimize earthquake risk by location, and relocation of new development, together with proper rehabilitation standards;
- Establish flood protection methods for the protection of improvements, and conservation of the flood plain whenever possible;
- Establish development controls which will reinforce the topographic quality of the community;
- Provide for the completion and further enhancement of Chicano Park as a community focus;
- Develop a natural linear park to take advantage of the Chollas Creek regional open space development potential.

Border Highlands Local Coastal Program

The Border Highlands Local Coastal Program includes the following plan policies and/or proposals:

- Direct erosion control measures toward minimizing the extent of overburden removal prior to extraction of a given area controlling runoff across bare land by channeling the flow into temporary sedimentation basins or process water treatment settling ponds, and careful placement of material and waste stockpiles so that runoff is directed into ponds or sedimentation basins;
- Recommend a combination of agriculture and open space uses in the Mesa Highlands area; the steep bluffs should remain open space and the extractive and disturbed areas should be put back into productive agricultural uses;
- Retain the estuary of the Tia Juana River Valley for future use as a largely passive open space area.

Carmel Valley Local Coastal Program

The Carmel Valley Local Coastal Program contains the following as plan policies and/or proposals:

- Designate Carmel and Shaw valleys as a major open space system, along with lateral canyons and slopes exceeding 25 percent;
- Design buffer areas to prevent impacts which would significantly degrade environmentally sensitive

- habitat areas;
- Adopt guidelines to be utilized for future development on hillsides;
- Prepare grading plans for proposed developments to include existing and proposed contours, details of existing and future terrain and area drainage, and detailed plans for runoff control devices;
- Design all new development areas to be in close proximity with existing developed areas with adequate public services where no significant adverse effects on coastal resources will occur, or will be mitigated;
- Include a balanced transportation system to assure mobility to all parts of the community and integrate it into the land form as naturally as possible; and
- Coordinate expansion of transit services to neighborhoods, and locate parking areas primarily inland.

La Jolla Local Coastal Program

The La Jolla Local Coastal Program includes the following plan policies and/or proposals:

- Require that all residential structures in moderate, high or variable risk zones contain a geological reconnaissance report;
- Maintain existing parking areas, public stairways, pathways, and railings along the shoreline to preserve vertical access and to allow lateral access;
- Ensure that new development does not restrict or prevent lateral vertical or visual access to the beach or recreational areas;
- Encourage shuttle service through La Jolla to the beach and recreational areas in order to help relieve traffic congestion and to implement a comprehensive coastal access parking plan for the village area that will relieve the impacts of office parking;
- Require that all new development on slopes exceeding 25% shall be subject to the Coastal Zone Regulations of the Hillside Review Overlay Zone.

Midway/Pacific Highway Corridor Local Coastal Program

The Midway/Pacific Highway Corridor Local Coastal Program contains the following policies and/or proposals:

- Develop trolley-supported commercial uses adjacent to the proposed stations;
- Promote land uses which are compatible with the airport;
- Provide local recreational opportunities for residents of Midway Area; require the provision of private recreational facilities in conjunction with new planned residential development projects.

Mira Mesa Local Coastal Program

The Mira Mesa Local Coastal Program contains the following plan policies and/or proposals:

- Preserve sensitive resource areas of community-wide and regional significance as open space;
- Design trails to avoid damaging impacts to the resources;
- Prohibit encroachment into wetlands;
- Preserve riparian areas within Los Penasquitos Preserve in their natural state with a buffer of adjoining upland habitat having a minimum width of 100 feet; the buffer shall start at the outside edge of the defined riparian habitat, or at the outside edge of the 100-year FEMA floodplain, whichever is wider or outermost;
- Preserve and protect the remaining vernal pool habitat;
- Prohibit any loss of oak woodland habitat; protect Coastal Sage Scrub and Maritime Chaparral; preserve grasslands linked to habitat;
- Prohibit grading over the rim of Los Penasquitos Canyon;
- Provide a system of pathways or trails throughout Mira Mesa's open space canyons to increase access to open space and provide alternate means of reaching recreational facilities.

North City Future Urbanizing Area Local Coastal Program

The North City Future Urbanizing Area Framework Local Coastal Program includes the following plan

policies and/or proposals:

- Incorporate into the NCFUA a permanent environmental tier of open space lands with high natural resource value that function as natural habitat, form connections to surrounding open spaces, and give shape and definition to surrounding built areas; locate compact communities outside the environmental tier to minimize grading and disruption of natural landforms;
- Allow fill for roads and other public improvements and/or permanent structures within the 100-year floodplain fringe of the San Dieguito River, only if such development is consistent with the policies detailed in the North City Local Coastal Program;
- Protect existing drainageways from encroachment that might affect drainage patterns or water quality through the use of setbacks/buffers;
- Limit the grading of landforms that consist of slopes of 25% grade or more within the coastal zone;
- Require cluster units where appropriate to minimize grading, roadway, and driveway intrusion into sensitive habitat areas;
- Conserve biological diversity by setting aside relatively large areas of natural open space/habitat, linked with corridors; preserve floodplains and significant topographic features such as canyons, ridges, and hillsides;
- Preserve 100-year flood zones as open space, when possible;
- Incorporate entire geographic and topographic features into the environmental tier (i.e. canyons and drainages shall be preserved from rim to rim or edge to edge);
- Prohibit concrete, asphalt, riprap, or other channelization structures within the open space system's drainage areas or floodplains;
- Control the impact of roads on environmental tier lands by minimizing the number of road crossings of open space and requiring bridge structures to be built in order to allow continuous areas for movement of flora and fauna;

Ocean Beach Local Coastal Program

The Ocean Beach Local Coastal Program has the following plan policies and/or proposals:

- Limit access down the cliffs to safe, natural trails in stable geologic areas, and existing trails should receive improvements only where needed to insure safety; any trail improvements should respect the integrity of the natural bluffs;
- Maintain the tidepools, cliffs, and street end beaches in a natural state;
- Require that new commercial development provide at least one parking space for every 300 square feet, new or expanded restaurant development should provide at least one parking space per 200 square feet of gross floor area; and
- Provide additional sandy beaches as a mitigation for erosion control structures; and additional raised beach areas shall be designed to enhance the recreational use of the bluff areas; and access shall be provided.

Otay/Mesa Nestor Local Coastal Program

The Otay Mesa/Nestor Local Coastal Program includes the following plan policies and/or proposals:

- Preserve the remaining natural features of the areas such as Nestor Creek and the pond area north of Palm Avenue; preserve it as natural open space;
- Ensure that development of proposed land uses will not adversely effect the downstream wildlife habitat areas by increasing runoff or velocity during a 100-year project flood and all safeguards should be established and maintained to assure that use of proposed manufacturing will in no way be detrimental to the wildlife habitat;
- Protect the wildlife habitat by prohibiting off-road vehicle activity, impose leash ordinance for dogs, institute public posting of all existing wildlife habitat, control grading and filling in adjacent areas, and enhance wildlife values within the floodway at the Otay River;
- Recommend that any change in agricultural use would require the benefit of a conditional use permit, to assure continuation;
- Recommend a minimum of 40-acre sites to retain the viability of the economic agriculture;
- Preserve the pond area on the north side of Palm Avenue, and provide visual relief from the

- surrounding development and a vista point to lower San Diego Bay;
- Develop the Nestor Creek drainage channel in as open a manner as possible and provide for multi-purpose trails to form an open space linkage through the area;
- Develop a neighborhood park north of Southwest High and east of Nestor Elementary School;
- Coordinate extension of the Open Space System to assure maximum utilization and benefit;
- Provide adequate park and recreation facilities to meet anticipated population increases, encourage the development of private as well as public recreational facilities.

Pacific Beach Local Coastal Program

The Pacific Beach Local Coastal Program contains the following plan policies and/or proposals:

- Require all projects proposing new access into or through open space be subject to an environmental analysis to ensure sensitivity to resource preservation;
- Require any new development of property directly abutting the Northern Wildlife Preserve maintain a buffer area and shall incorporate, where feasible, a controlled pedestrian trail and viewing areas around the marsh;
- Allow mixed-use commercial projects with an increased residential density, to promote transit and pedestrian use along the community's commercial spines, only if designed as a transit-oriented development through a discretionary permit process.

Peninsula Local Coastal Program

The Peninsula Local Coastal Program includes the following plan policies and/or proposals:

- Identify resources which contribute to the quality of the community environment and develop guidelines for the conservation and enhancement of these resources;
- Protect Sunset Cliffs Shoreline Park as a significant public resource and wildlife habitat;
- Establish coordination to ensure the protection of the natural resources of the Point Loma Naval Complex;
- Allow shoreline protective works along the bay and ocean only where they have been found to be necessary and a no less environmentally damaging alternative exists;
- Apply the Hillside Review Overlay Zone to properties containing slopes 25% and greater, in order to limit grading;
- Require that any development along Sunset Cliffs observe minimum setbacks;
- Recognize, protect, preserve, and enhance Famosa Slough as a sensitive habitat area;
- Prohibit curb-cuts or street vacation requests which reduce availability of on-street parking, unless comparable replacement parking is provided in the immediate vicinity;
- Prohibit new curb cuts within the beach impact area, where other access is available;
- Encourage developers of large planned residential projects to include recreational facilities on site;
- Allow only coastal-dependent naval industrial uses in the Peninsula planning area.

Sorrento Hills Local Coastal Program

The Sorrento Hills Local Coastal Program has the following plan policies and/or proposals:

- Require a sculptured technique be used to blend fill and cut slopes with natural land contours, where large-scale grading occurs;
- Require that any fill slopes adjacent to open space areas should be stabilized with appropriate native plant materials to help reestablish the natural biotic systems of flora and fauna;
- Require that of the approximately 94 acres of the Carmel Valley commercial area, approximately 54 acres shall remain in open space;
- Limit wetland fill in Penasquitos Creek to the minimum necessary for required bridge pilings; permit only extremely limited fill of wetland; mitigate any unavoidable permanent wetland fill at a ratio of 4:1 for alkali marsh/meadow impacts and 1:1 for freshwater marsh impacts;
- Design the bluff escarpments, steep slopes, and all planned riparian woodlands as open space; environmentally sensitive habitat areas shall be protected against any significant disruption;
- Prohibit fill or permanent structures within the Carmel Valley Restoration and Enhancement Project

and no development, other than authorized in the approved coastal development permit, shall be constructed within the 50-foot buffer adjacent to the project unless authorized by the California Coastal Commission;

- Allow developments in steep slope areas 25% grade and over, provided the applicant can demonstrate that it does not create any significant new soil erosion, silting of lower slopes or stream channels, slide damage or other geologic instability, flooding or permanent scarring;
- Allow development near the north slopes of Los Penasquitos Canyon, provided it maintains a low profile and is set back an adequate distance to allow buffer landscaping to minimize any visual adverse impact on views from the freeway and Penasquitos Creek.

Tijuana River Valley Local Coastal Program

The Tijuana River Valley Local Coastal Program contains many issues and has the following plan policies and/or proposals:

- Control buffer zones between the Tijuana estuary and any road or other development so that the estuary resource is not damaged;
- Require that uses within this area be subject to conditional use permits to assure compliance with criteria necessary to protect these environmentally sensitive lands;
- Conserve the 20-30 acre riparian habitat area east of Dairy Mart Road, rather than relocation, to assure consistency with the Coastal Act;
- Require that future development regulations provide for the conservation of significant riparian vegetation within the Agricultural Preserve and provide that it not be disturbed by adjacent agricultural operations;
- Require that implementing ordinances provide that a use permit be required for all extraction within the preserve;
- Conserve and enhance agricultural productivity;
- Restore the rich floodplain to more productive agricultural use.

Torrey Pines Local Coastal Program

The Torrey Pines Local Coastal Program contains the following plan policies and/or proposals:

- Prohibit the development of coastal lagoons and estuaries designated and zoned open space;
- Preserve riparian vegetation in channels in its natural state;
- Crest Canyon shall be left in its natural state;
- Avoid impacts when constructing or improving on roadways adjacent to biologically sensitive areas or open space;
- Incorporate features which avoid or mitigate impacts to cultural resources in new developments;
- Preserve and protect all Torrey Pine trees on public property;
- Provide adequate park and recreation facilities to the residents of Torrey Pines;
- Permit only those recreational activities which do not negatively impact environmentally sensitive areas;
- Purchase and develop, when possible, small vacant properties as pocket parks; purchase and develop large, vacant, non-sensitive state owned lands as neighborhood or community parks;
- Require that future development adjacent to the Torrey Pines Reserve Extension, San Dieguito Lagoon, and Crest Canyon areas provide for adequate buffer areas and adequate setbacks to avoid significant visual impacts.

University Local Coastal Program

The University Local Coastal Program includes the following plan policies and/or proposals:

- Propose development guidelines for bluff areas which will avoid development, irrigation practices or access that would stimulate erosion of coastal bluff faces;
- Develop land in increments in order to minimize soil exposure;
- Prohibit grading during the rainy season and all disturbed slopes should be stabilized;
- Require reasonable mitigation, when archaeological or paleontological resources are discovered;

- Provide a total recreation system maximizing present physiographic features to accommodate a complete range of recreational pursuits;
- Require that development protect the existing scenic qualities of North Torrey Pines Road north of Genessee Avenue.

OTHER PLANNING EFFORTS

In addition to the General Plan and community plans which contain guidelines for growth, development and land use, there are plans for special areas of the City. These include park master plans, resource management plans, precise plans and specific plans. These special area plans contain environmental goals, policies, and recommendations which may be affected by implementation of the proposed project.

Mission Bay Park Master Plan

The Mission Bay Park Master Plan contains these plan policies and/or proposals:

- Prohibit the occupation of new parking facilities in the parkland within the primary waterfront zone, parking provisions should promote reductions in vehicular circulation around the Park; parking provisions should serve multiple needs;
- Maximize public access and enjoyment of the water by arranging and defining land use allocations in the Park.

First San Diego River Improvement Project Specific Plan

The First San Diego River Improvement Project Specific Plan (February, 1984) contains guidelines for the river corridor and the transportation system which include:

- The buffer areas of the river corridor are to be located along the entire length of both sides of the river, and at no point shall the private development intrude into the floodway proper;
- The average width of the buffer shall be no less than twenty feet, and no more than fifty feet wide;
- Land uses within this area should include only the Light Rail Transit corridor, bikeway and pedestrian areas, and other passive recreation uses.

The river corridor is a part of the San Diego River City-wide open space system, therefore, it should be accessible to the public. Areas outside the river channel should be landscaped and linked to the river corridor.

There are many guidelines for the transportation system of the plan, which include:

- The pedestrian/bikeway areas along the river corridor should be placed in the buffer areas;
- All primary pedestrian walks should be six feet wide, and pedestrian/bikeway areas should be eight feet wide within twelve feet (maximum) right-of-ways, exclusive of slopes;
- The nature trail, planned along a segment of the pedestrian system on the north side of the river, should be a maximum of five feet wide and should be paved with natural-appearing material;
- River pedestrian/bikeway corridors are to be designed to link adjacent areas within the planned area;
- Driveway entrances are to be minimized into parking areas in order to avoid breaking the pedestrian continuity of the sidewalk areas.

The First San Diego River Improvement Project states that buffer areas are to be located along the entire length of both sides of the river. At no particular location shall the private development intrude into the floodway proper. The average width of the buffer for the entire area shall not be less than 20 feet. The maximum width of the buffer should be approximately 50 feet. Buffer areas should be widest adjacent to the most sensitive habitat areas. Land uses within the buffer areas should include only the LRT corridor, bikeway and pedestrian areas and other passive recreation uses.

Carroll Canyon Master Plan

The Carroll Canyon Master Plan (August 1994) includes the following design features in the Parks, Open Space, and Recreation Element, that must be included in a 10 usable acre neighborhood park site near Rattlesnake Canyon:

- Non-invasive plant species to complement the character of the native canyon areas;
- Provide a 100-foot wide buffer of adjoining upland habitat adjacent to Rattlesnake Canyon; this buffer should start at the outside edge of the defined riparian habitat, or at the outside edge of the 100-year FEMA floodplain, whichever is wider or outermost.

The following are design features for the two passive neighborhood parks:

- Direct park runoff away from the vernal pool habitat;
- Avoid introducing new species into the adjacent native habitat by using non-invasive plant species in the parks.

The following are design elements for the creek channel to be built:

- Build creek channel with a minimum dimension of 200 feet with a 50 foot landscape buffer on each side; a channel width less than 200 feet is permitted if the Planning Director determines that future right-of-way widths required to construct Carroll Canyon Road and a transit line make the 200 foot minimum infeasible;
- Build a linear open space park with a bicycle and pedestrian trail within the 50 foot buffer along the south side of the creek; the trail should be designed to pass under Carroll Canyon Road and Camino Santa Fe;
- Build a 50 foot habitat buffer on the north side of the creek transitioning to a passive use park as the buffer meets the edge of the mixed use development area;
- Orient project buildings toward the creek, as feasible, to maximize views and pedestrian access;
- Screen parking, industrial loading and storage areas, or other unsightly features located within the viewshed of the creek and associated open space.

As part of the Master Plan, the canyon will serve as a passive open space area. The following should be considered in reestablishing native vegetation:

- Avoid planting invasive plant species adjacent to the canyon;
- Avoid excessive runoff of irrigation water into the canyon from adjacent development.

Tijuana River National Estuarine Sanctuary Management Plan

The Tijuana River National Estuarine Sanctuary Management Plan (February 1986) contains the following policies and regulations:

- No person shall willfully or negligently pick, dig up, cut, or mutilate any plant or portion thereof, in the state park system;
- Plants and animals or their parts taken elsewhere shall not be introduced, liberated, or placed on any national wildlife refuge except as authorized;
- No person shall molest, hunt, or disturb any kind of animal or fish, or so attempt, except that fish may be taken other than for commercial purposes in accordance with the state fishing laws and regulations, provided however, that no person shall use or discharge a spear or bow and arrow in the state park system;
- The diking, filling, or dredging of open coastal waters, wetlands, estuaries and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects;
- A buffer area will be established for each development adjacent to environmentally sensitive habitat areas and the buffer should be a minimum of 100 feet for small projects on existing lots, unless the applicant can demonstrate that 100 feet is unnecessary to protect the resources of the habitat area.

Mission Bay Park Natural Resource Management Plan

The Mission Bay Park Natural Resource Management Plan (May 1990) contains the following development guidelines:

- In-water construction or dredging will not be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15, the least tern breeding season.
- Buffer zones for each least tern nesting site will be free of new structures with heights of over six feet, including fencing around the site. North Fiesta Island, Stony Point, South Shores and Mariner's Point are required to have a 150 foot buffer, while Cloverleaf is to have a 100 foot buffer.
- A 1:1 replacement ratio of similar density is required for impacts to eelgrass habitat as delineated in the 1988 survey.
- Sand beaches that are new and below Mean Lower Low Water should be replanted with eelgrass whenever the slope is changed by maintenance activities and eelgrass beds are impacted.
- Construction or dredging projects of any kind that disturb the substrate in Mission Bay or the Flood Control Channel will use silt curtains or similar devices around disturbance areas.
- Land use within buffer areas will be limited to bikeways, walkways, and passive recreation.
- Buffer zones around terrestrial habitats in Mission Bay Park which exclude any development are as follows: salt marsh - 100 feet; salt pan - 50 feet; and coastal strand - 50 feet.
- Dredging impacts to marine habitat will require 1:1 replacement.

San Dieguito River Park Concept Plan

The San Dieguito River Park Concept Plan (February 1994) contains the following park objectives:

- Optimize the water quality and quantity of all groundwater resources and surface water bodies within the planning area through water conservation, erosion control, pollution control and restoration.
- Maintain the 100-year floodplain and sheetflow areas within the planning area in an open configuration with a natural channel and provide adequate area for the normal stream waters to meander through the floodplain; it will be preserved for open space uses such as recreation, wildlife habitat or agriculture;
- Retain and encourage responsible agriculture in appropriate areas;
- Create a scenic trail and interpretive system and establish recreation areas including water related uses, which are compatible with the natural values of the river system.

To protect the significant biological resources of the planning area, adequate buffers should be provided between development and sensitive resources. Functional linkages should be identified and preserved between the San Dieguito River Park and open space preserves to the north and south. The plan promotes the preservation of all significant cultural resources, and recommends the protection and restoration of all historic sites within the planning area. This plan also endorses the proposal to restore the San Dieguito Lagoon and its associated wetlands ecosystem.

Balboa Park Master Plan

The Balboa Park Master Plan (July 1989) contains the following policies:

- Protect and recover free and open park land from encroaching uses whenever possible; the Arizona Landfill, Central Operations Station and Inspiration Point shall be developed as free and open park land emphasizing multi-use play, picnic and passive uses;
- Consolidate special use recreation and sports activities in the Morley Field-East Mesa area, the Zoo and the Golden Hill Recreation Center areas.

San Dieguito River Regional Plan

The San Dieguito River Regional Plan (October 1984) includes the following land use and Recreation/Open Space goals and recommendations:

- Minimize the alteration of land forms and drainage patterns with special attention to floodplains, canyons, and steep slopes;

- Enhance agricultural production;
- Protect the public health, safety, and welfare from the hazards of flooding and geologic forces;
- Encourage agricultural uses throughout the river valley by designating or, where existing, retaining agricultural zones in areas conducive to economically viable agricultural production, and where such uses are consistent with the natural scenic and recreational values of the planning area;
- Apply development standards which provide for sand and gravel operation controls that ensure the integrity of the stream channel and the viability of agricultural lands;
- Encourage the use of Transfer of Development Rights, consistent with adopted area/community or specific plans, in order to relocate development from environmentally or visually sensitive areas to more suitable locations;
- Encourage the clustering of development to provide maximum amounts of open space and to preserve unique natural resources.
- Protect and preserve significant resources and the visual integrity of the San Dieguito River basin as an essentially passive rural area;
- Promote the creation of a riparian/habitat/trail corridor along the entire San Dieguito River;
- Encourage expansion of riparian vegetation in the floodplain, except where it may inhibit the safe flood level flows of the river;
- Control access into sensitive habitat areas and control the use of off-road vehicles.

Los Penasquitos Enhancement Plan and Program

The goal of the Los Penasquitos Enhancement Plan and Program (October 1985) is to protect, maintain, and enhance Los Penasquitos Lagoon system and adjacent uplands in order to perpetuate native flora and fauna characteristic of southern California lagoons, and to restore and maintain the estuarine hydrology. Objectives of the plan include:

- Open the lagoon mouth regularly to enhance the health and ecological value of the lagoon;
- Protect the lagoon by reducing the amount of sedimentation and pollution that enters the lagoon and its associated uplands;
- Improve and maintain habitat for native species that historically inhabited and used Los Penasquitos Lagoon;
- Remove encroaching vegetation from historic least tern nesting sites along the sewer berm;
- Remove ice plant and other exotic species and establish tidal channels and salt marsh habitat in area bounded by Carmel Valley Road, the railroad embankment, and the North Beach Parking Lot access road;
- Build a pedestrian link between the North Beach Parking Lot and the sidewalk of the North Torrey Pines Road bridge;
- Permit the diking, filling or dredging of wetlands only where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.

Via de la Valle Specific Plan

The Via de la Valle Specific Plan (April 1984) contains the following goals, objectives, and policies:

- Encourage the use of planting materials native to southern California and compatible with the climate to reduce water consumption and maintenance costs;
- Encourage the use of private streets or drives wherever feasible in order to minimize grading, and to provide design flexibility;
- Distribute parking, where possible, throughout the project in small clusters which can be softened by landscaping;
- Design an overall drainage plan for the study area which will protect the bluffs and canyons from erosion and will protect the San Dieguito River Valley from siltation;
- Designate the western bluff facing San Andreas Drive and the southern major canyons facing Via de la Valle as a permanent natural open space easement;
- Utilize appropriate irrigation methods in landscaped areas located adjacent to natural open space easements, which will prevent the acceleration of natural erosion within the open space easements;
- Prohibit pedestrian access in lands to be held in the open space easements;

- Require a sculptured technique to be used to blend fill and cut slopes with natural land contours, where grading occurs;
- Preserve coastal mixed chaparral and coastal sage scrub areas within the major inland bluff systems of the Coastal Zone on slopes greater than 24% grade.

North City Future Urbanizing Area Framework Plan

The North City Future Urbanizing Area Framework Plan (February 1995) contains the following guiding and implementing principals:

- Create the environmental tier, an interconnected, viable system of natural open space that serves to protect and conserve cultural resources, flora and fauna that occur in the NCFUA;
- Preserve floodplains and significant topographic features such as canyons, ridges, and hillsides;
- Require that all linear corridors in the environmental tier be a minimum of 1/8 mile in width;
- Require that portions of the environmental tier may not be eliminated based solely on an absence of sensitive resources within the area designated, because of the importance of continuous open space that provides for plant and animal movement
- Preserve 100-year flood zones as open space;
- Prohibit the planting of non-local native vegetation within habitat protection areas;
- Require that biological buffer areas be a minimum of 100 feet wide;
- Prohibit wildlife corridors from having trails and recreation allowed within them, where that activity might impede animal movement or other faunal needs for breeding nesting, etc.;
- Prohibit concrete, asphalt, riprap, or other channelization structures within the open space system's drainage areas or floodplains;
- Allow water retention areas and runoff filtering systems in portions of the open space system;
- Require bridge structures to provide unobstructed wildlife corridors, where it is essential that road cross the environmental tier;
- Avoid filling of canyons or valleys and prohibit roads from being placed in the bottom of canyons or be allowed to act as barriers or impediments to wildlife movement or the survival of native species;
- Narrow roads to a minimum when they cross the open space system to eliminate parking, turn lanes and median strips;
- Construct roads which cross the 100-year flood plain, above grade using bridge or causeway structures.

Del Mar Mesa Specific Plan

The Del Mar Mesa Specific Plan (1996) states an overall land use goal: To preserve the rural character of the Del Mar Mesa while accommodating clustered development and the preservation of open space.

The Multiple Species Conservation Program/Open Space element includes guidelines for development for areas in and adjacent to the preserve. These guidelines address specific properties in the plan area; in general the guidelines are:

- Golf courses greens and fairways are excluded from the preserve; modification of the preserve boundary may be required in order to accommodate the Bougainvillea golf course greens and fairways.
- For specific properties, residential and accessory uses shall be limited to 25 percent of the property and clustered on the more level portions.
- For certain properties, brush management shall occur within the area defined for development.
- Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the preserve.
- Where grading is necessary, daylight grading at the edges of the preserve is preferred.
- Wildlife corridors shall be preserved by the installation of culverts or fences where necessary.

In addition, the MSCP/Open Space element includes guidelines for resource based open space and adjacent areas.

- Land uses considered conditionally compatible with the preserve are: passive recreation; utility lines and maintenance access roads; limited water utilities facilities; and limited low density residential uses.
- Development on private property designated as open space/rural residential shall not exceed 25 percent of the parcel.
- All proposed utility lines should be designed to avoid or minimize intrusion into the preserve system.
- All proposed utility lines and facilities within or crossing preserve areas shall be designed and constructed to minimize environmental impacts.
- Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage.
- Roads in the preserve will be limited to those identified in the Del Mar Mesa Specific Plan, roads necessary for maintenance and emergency access and local streets needed to access isolated development areas.
- Development of roads in canyon bottoms should be avoided, whenever feasible.
- Where possible, roads within the preserve should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement.
- Lighting shall be designed to avoid intrusion into the preserve and to reduce negative effects on wildlife.

The Circulation element contains the following guiding principles:

- An efficient and environmentally sensitive transportation system that maintains the subarea's rural character.
- Transportation facilities shall be regarded as an integral part of the landscape in which they are located.

AIRPORT LAND USE PLANS

The aviation facilities of San Diego play an important role in the City's economy and the movement of people and goods. MCAS Miramar is a Marines Corps aviation facility; general aviation facilities are located at Brown Field and Montgomery Field. The primary regional commercial airport is Lindbergh Field.

Of the four airports within the City of San Diego, three have Comprehensive Land Use Plans that have been adopted by the San Diego Association of Governments - Lindbergh Field, Montgomery Field, and N.A.S.Miramar; a draft CLUP has been prepared for Brown Field. SANDAG is designated as the Airport Land Use Commission pursuant to the state Public Utilities Code. SANDAG establishes an Airport Influence Area for each airport in the region. The influence area encompasses those areas that could be impacted by noise levels exceeding the California State Noise Standards, or where height restrictions would be needed to prevent obstructions to navigable airspace.

Each CLUP includes a map which delineates the area impacted by aircraft-produced noise. In addition, it outlines the extensive Airport Influence Area within which land uses must be reviewed in order to prevent further land use incompatibility with airport operations and to safeguard general welfare of inhabitants within the vicinity of each airport and the public in general.

Attachment 3
Traffic Model Run Results

NO PROJECT SCENARIO WITH SMART GROWTH ASSUMPTIONS

SUMMARY OF TRIPS BY MODE - TOTAL CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
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OFF-PEAK PERIOD

TOTAL AUTO	409380.	73882.	88670.	1980018.	3535523.	221252.	6308725.
- DRIVE ALONE	357928.	62054.	20421.	908114.	1902257.	221252.	3472025.
- 2 PERSON CARPOOL	36990.	11252.	25992.	621256.	1007941.	0.	1703432.
- 3+ PERSON CARPOOL	14462.	577.	42257.	450648.	625325.	0.	1133268.
TOTAL TRANSIT	51723.	19049.	14758.	71068.	47604.	0.	204202.
- LOCAL BUS	8498.	2837.	4018.	12928.	5363.	0.	33644.
- RAIL	43225.	16212.	10740.	58140.	42241.	0.	170558.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	30697.	11876.	7373.	41668.	29077.	0.	120692.
- DRIVE	9599.	2272.	1156.	10601.	6235.	0.	29863.
- DRIVEN	11426.	4901.	6228.	18800.	12292.	0.	53648.
SCHOOL BUS	0.	0.	38454.	2433.	25529.	0.	66416.
OTHER	9093.	6842.	44284.	109279.	211320.	0.	380818.
TOTAL	470195.	99774.	186166.	2162799.	3819975.	221252.	6960161.

PEAK PERIOD

TOTAL AUTO	703899.	44994.	137278.	1066873.	1668542.	293340.	3914927.
- DRIVE ALONE	614383.	37577.	31193.	481984.	889606.	293340.	2348083.
- 2 PERSON CARPOOL	65426.	7084.	40394.	339308.	480538.	0.	932751.
- 3+ PERSON CARPOOL	24090.	333.	65692.	245581.	298397.	0.	634093.
TOTAL TRANSIT	115143.	14328.	24239.	44650.	26138.	0.	224497.
- LOCAL BUS	18684.	2039.	6721.	7891.	2903.	0.	38237.
- RAIL	96459.	12289.	17518.	36759.	23235.	0.	186260.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	68273.	8992.	12283.	26128.	16208.	0.	131883.
- DRIVE	21817.	1652.	1856.	6810.	3415.	0.	35548.
- DRIVEN	25054.	3685.	10100.	11712.	6515.	0.	57066.
SCHOOL BUS	0.	0.	60144.	1332.	11962.	0.	73438.
OTHER	16867.	4468.	69513.	59479.	102844.	0.	253171.
TOTAL	835909.	63790.	291174.	1172334.	1809486.	293340.	4466033.

DAILY SUMMARY

TOTAL AUTO	1113279.	118877.	225948.	3046891.	5204064.	514592.	10223651.
- DRIVE ALONE	972310.	99630.	51614.	1390098.	2791863.	514592.	5820108.
- 2 PERSON CARPOOL	102416.	18336.	66386.	960565.	1488479.	0.	2636183.
- 3+ PERSON CARPOOL	38552.	910.	107948.	696229.	923722.	0.	1767361.
TOTAL TRANSIT	166866.	33377.	38997.	115718.	73742.	0.	428700.
- LOCAL BUS	27182.	4876.	10739.	20819.	8266.	0.	71882.
- RAIL	139684.	28501.	28258.	94899.	65475.	0.	356818.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	98970.	20867.	19656.	67796.	45285.	0.	252575.
- DRIVE	31416.	3924.	3012.	17410.	9649.	0.	65411.
- DRIVEN	36480.	8586.	16328.	30512.	18807.	0.	110714.
SCHOOL BUS	0.	0.	98598.	3765.	37491.	0.	139854.
OTHER	25960.	11310.	113797.	168759.	314164.	0.	633989.
TOTAL	1306104.	163563.	477340.	3335133.	5629461.	514592.	11426194.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - TOTAL CITY OF SAN DIEGO

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL SOV RIDERSHIP	357928.	62054.	20421.	908114.	1902257.	221252.	3472025.
TOTAL HOV RIDERSHIP	51452.	11829.	68249.	1071905.	1633266.	0.	2836700.
TOTAL TRANSIT RIDERSHIP	51723.	19049.	14758.	71068.	47604.	0.	204202.
TOTAL SOVS	357928.	62054.	20421.	908114.	1902257.	221252.	3472025.
TOTAL HOVS	22627.	5791.	25069.	439385.	682635.	0.	1175507.
TOTAL VEHICLES	380555.	67844.	45490.	1347499.	2584891.	221252.	4647532.
TRANSIT PERCENT	11.000	19.092	7.927	3.286	1.246	0.000	2.934
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	76.123	62.195	10.969	41.988	49.798	100.000	49.884
AUTO OCCUPANCY(NO TRANSIT)	1.211	1.263	3.449	2.265	2.000	1.000	1.357
AVERAGE VEHICLE RIDERSHIP	1.236	1.471	4.092	1.605	1.478	1.000	1.498

PEAK PERIOD

TOTAL SOV RIDERSHIP	614383.	37577.	31193.	481984.	889606.	293340.	2348083.
TOTAL HOV RIDERSHIP	89516.	7418.	106086.	584889.	778935.	0.	1566844.
TOTAL TRANSIT RIDERSHIP	115143.	14328.	24239.	44650.	26138.	0.	224497.
TOTAL SOVS	614383.	37577.	31193.	481984.	889606.	293340.	2348083.
TOTAL HOVS	39596.	3637.	38966.	239820.	325525.	0.	647545.
TOTAL VEHICLES	653979.	41214.	70159.	721804.	1215132.	293340.	2995628.
TRANSIT PERCENT	13.775	22.461	8.325	3.809	1.444	0.000	5.027
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.499	58.907	10.713	41.113	49.163	100.000	52.576
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.272	3.469	2.288	2.014	1.000	1.307
AVERAGE VEHICLE RIDERSHIP	1.278	1.548	4.150	1.624	1.489	1.000	1.491

DAILY SUMMARY

TOTAL SOV RIDERSHIP	972310.	99630.	51614.	1390098.	2791863.	514592.	5820108.
TOTAL HOV RIDERSHIP	140969.	19246.	174334.	1656793.	2412201.	0.	4403544.
TOTAL TRANSIT RIDERSHIP	166866.	33377.	38997.	115718.	73742.	0.	428700.
TOTAL SOVS	972310.	99630.	51614.	1390098.	2791863.	514592.	5820108.
TOTAL HOVS	62223.	9428.	64035.	679205.	1008160.	0.	1823052.
TOTAL VEHICLES	1034534.	109059.	115649.	2069302.	3800023.	514592.	7643159.
TRANSIT PERCENT	12.776	20.406	8.170	3.470	1.310	0.000	3.752
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	74.444	60.912	10.813	41.680	49.594	100.000	50.937
AUTO OCCUPANCY(NO TRANSIT)	1.212	1.267	3.461	2.273	2.004	1.000	1.338
AVERAGE VEHICLE RIDERSHIP	1.263	1.500	4.127	1.612	1.481	1.000	1.495

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2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - INTRA-CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	204842.	42079.	69739.	1310850.	2794273.	162510.	4584294.
- DRIVE ALONE	177391.	35307.	15409.	601114.	1487978.	162510.	2479708.
- 2 PERSON CARPOOL	21172.	6422.	20489.	410773.	808434.	0.	1267289.
- 3+ PERSON CARPOOL	6280.	351.	33842.	298963.	497861.	0.	837296.
TOTAL TRANSIT	27580.	12778.	10116.	43856.	32013.	0.	126343.
- LOCAL BUS	6235.	2057.	3046.	9689.	4529.	0.	25555.
- RAIL	21345.	10721.	7071.	34167.	27483.	0.	100787.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	17386.	8086.	5072.	26204.	18756.	0.	75504.
- DRIVE	4368.	1265.	721.	5986.	4108.	0.	16447.
- DRIVEN	5826.	3427.	4323.	11666.	9149.	0.	34391.
SCHOOL BUS	0.	0.	26982.	1316.	18559.	0.	46857.
OTHER	7712.	6006.	40878.	96995.	202891.	0.	354482.
TOTAL	240135.	60863.	147716.	1453017.	3047735.	162510.	5111975.

PEAK PERIOD

TOTAL AUTO	353662.	25837.	108156.	704682.	1326310.	215377.	2734025.
- DRIVE ALONE	308045.	21765.	23784.	322739.	705578.	215377.	1597289.
- 2 PERSON CARPOOL	35820.	3875.	31807.	221209.	384048.	0.	676759.
- 3+ PERSON CARPOOL	9796.	197.	52565.	160734.	236684.	0.	459977.
TOTAL TRANSIT	58912.	9165.	16559.	27214.	16876.	0.	128725.
- LOCAL BUS	13456.	1429.	5115.	5953.	2431.	0.	28384.
- RAIL	45455.	7736.	11443.	21261.	14445.	0.	100341.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	37127.	5829.	8416.	16190.	9935.	0.	77496.
- DRIVE	9577.	881.	1150.	3813.	2170.	0.	17592.
- DRIVEN	12208.	2455.	6992.	7211.	4771.	0.	33637.
SCHOOL BUS	0.	0.	42207.	718.	8736.	0.	51662.
OTHER	14258.	3916.	64130.	52715.	98593.	0.	233612.
TOTAL	426832.	38918.	231052.	785329.	1450516.	215377.	3148024.

DAILY SUMMARY

TOTAL AUTO	558504.	67916.	177896.	2015533.	4120583.	377887.	7318319.
- DRIVE ALONE	485436.	57072.	39193.	923853.	2193556.	377887.	4076997.
- 2 PERSON CARPOOL	56992.	10296.	52296.	631983.	1192482.	0.	1944048.
- 3+ PERSON CARPOOL	16076.	548.	86407.	459697.	734545.	0.	1297273.
TOTAL TRANSIT	86492.	21944.	26675.	71069.	48888.	0.	255068.
- LOCAL BUS	19691.	3486.	8161.	15641.	6960.	0.	53940.
- RAIL	66801.	18458.	18514.	55428.	41928.	0.	201128.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	54513.	13916.	13488.	42394.	28690.	0.	153000.
- DRIVE	13944.	2146.	1872.	9799.	6278.	0.	34039.
- DRIVEN	18035.	5882.	11315.	18877.	13920.	0.	68029.
SCHOOL BUS	0.	0.	69190.	2034.	27295.	0.	98519.
OTHER	21971.	9921.	105009.	149710.	301484.	0.	588095.
TOTAL	666967.	99781.	378769.	2238346.	4498251.	377887.	8260000.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - INTRA-CITY OF SAN DIEGO

OFF-PEAK PERIOD

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	177391.	35307.	15409.	601114.	1487978.	162510.	2479708.
TOTAL HOV RIDERSHIP	27451.	6772.	54331.	709737.	1306295.	0.	2104585.
TOTAL TRANSIT RIDERSHIP	27580.	12778.	10116.	43856.	32013.	0.	126343.
TOTAL SOVS	177391.	35307.	15409.	601114.	1487978.	162510.	2479708.
TOTAL HOVS	12380.	3311.	19913.	290805.	546463.	0.	872872.
TOTAL VEHICLES	189771.	38618.	35322.	891919.	2034441.	162510.	3352581.
TRANSIT PERCENT	11.485	20.995	6.848	3.018	1.050	0.000	2.472
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.871	58.010	10.431	41.370	48.822	100.000	48.508
AUTO OCCUPANCY(NO TRANSIT)	1.224	1.265	3.513	2.265	2.016	1.000	1.367
AVERAGE VEHICLE RIDERSHIP	1.265	1.576	4.182	1.629	1.498	1.000	1.525

PEAK PERIOD

TOTAL SOV RIDERSHIP	308045.	21765.	23784.	322739.	705578.	215377.	1597289.
TOTAL HOV RIDERSHIP	45617.	4072.	84372.	381943.	620733.	0.	1136736.
TOTAL TRANSIT RIDERSHIP	58912.	9165.	16559.	27214.	16876.	0.	128725.
TOTAL SOVS	308045.	21765.	23784.	322739.	705578.	215377.	1597289.
TOTAL HOVS	20709.	1994.	30922.	156529.	259648.	0.	469802.
TOTAL VEHICLES	328755.	23759.	54706.	479268.	965226.	215377.	2067090.
TRANSIT PERCENT	13.802	23.550	7.167	3.465	1.163	0.000	4.089
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	72.170	55.926	10.294	41.096	48.643	100.000	50.739
AUTO OCCUPANCY(NO TRANSIT)	1.215	1.259	3.519	2.267	2.017	1.000	1.323
AVERAGE VEHICLE RIDERSHIP	1.298	1.638	4.224	1.639	1.503	1.000	1.523

DAILY SUMMARY

TOTAL SOV RIDERSHIP	485436.	57072.	39193.	923853.	2193556.	377887.	4076997.
TOTAL HOV RIDERSHIP	73068.	10844.	138703.	1091680.	1927027.	0.	3241322.
TOTAL TRANSIT RIDERSHIP	86492.	21944.	26675.	71069.	48888.	0.	255068.
TOTAL SOVS	485436.	57072.	39193.	923853.	2193556.	377887.	4076997.
TOTAL HOVS	33089.	5305.	50836.	447333.	806111.	0.	1342674.
TOTAL VEHICLES	518525.	62376.	90028.	1371186.	2999667.	377887.	5419671.
TRANSIT PERCENT	12.968	21.992	7.042	3.175	1.087	0.000	3.088
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	72.783	57.197	10.347	41.274	48.765	100.000	49.358
AUTO OCCUPANCY(NO TRANSIT)	1.218	1.263	3.517	2.266	2.016	1.000	1.350
AVERAGE VEHICLE RIDERSHIP	1.286	1.600	4.207	1.632	1.500	1.000	1.524

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2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - CENTRE CITY

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	30333.	3747.	626.	94909.	273535.	11130.	414279.
- DRIVE ALONE	26031.	3091.	152.	44605.	150144.	11130.	235153.
- 2 PERSON CARPOOL	3266.	620.	197.	30657.	80738.	0.	115477.
- 3+ PERSON CARPOOL	1036.	36.	277.	19647.	42653.	0.	63649.
TOTAL TRANSIT	11106.	1717.	405.	7829.	6973.	0.	28031.
- LOCAL BUS	2126.	221.	110.	1440.	711.	0.	4607.
- RAIL	8980.	1496.	296.	6390.	6262.	0.	23424.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	5460.	1083.	211.	3845.	3892.	0.	14490.
- DRIVE	2993.	230.	50.	1766.	1330.	0.	6370.
- DRIVEN	2653.	404.	145.	2218.	1751.	0.	7171.
SCHOOL BUS	0.	0.	416.	133.	1781.	0.	2330.
OTHER	1473.	977.	477.	8798.	33990.	0.	45715.
TOTAL	42912.	6440.	1924.	111670.	316279.	11130.	490355.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	49351.	2233.	937.	50812.	126130.	14774.	244236.
- DRIVE ALONE	42523.	1832.	226.	23681.	69013.	14774.	152049.
- 2 PERSON CARPOOL	5312.	380.	295.	16564.	37364.	0.	59915.
- 3+ PERSON CARPOOL	1516.	21.	416.	10567.	19752.	0.	32272.
TOTAL TRANSIT	24210.	1260.	676.	5343.	4095.	0.	35583.
- LOCAL BUS	4970.	178.	231.	1076.	461.	0.	6915.
- RAIL	19240.	1082.	445.	4267.	3634.	0.	28667.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	11853.	805.	371.	2576.	2262.	0.	17867.
- DRIVE	6701.	169.	83.	1261.	805.	0.	9019.
- DRIVEN	5656.	286.	221.	1506.	1027.	0.	8697.
SCHOOL BUS	0.	0.	652.	74.	830.	0.	1355.
OTHER	2688.	622.	747.	4749.	15855.	0.	24660.
TOTAL	76248.	4115.	3011.	60977.	146908.	14774.	306034.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	79683.	5980.	1563.	145721.	399665.	25904.	658515.
- DRIVE ALONE	68554.	4923.	378.	68286.	219157.	25904.	387202.
- 2 PERSON CARPOOL	8577.	999.	492.	47221.	118102.	0.	175392.
- 3+ PERSON CARPOOL	2552.	57.	693.	30214.	62405.	0.	95921.
TOTAL TRANSIT	35316.	2977.	1081.	13172.	11067.	0.	63613.
- LOCAL BUS	7095.	399.	340.	2515.	1172.	0.	11522.
- RAIL	28221.	2578.	740.	10657.	9895.	0.	52091.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	17313.	1888.	582.	6421.	6154.	0.	32357.
- DRIVE	9695.	399.	133.	3027.	2135.	0.	15389.
- DRIVEN	8309.	691.	366.	3724.	2778.	0.	15867.
SCHOOL BUS	0.	0.	1068.	207.	2610.	0.	3885.
OTHER	4161.	1599.	1223.	13548.	49845.	0.	70375.
TOTAL	119160.	10555.	4935.	172647.	463187.	25904.	796388.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - CENTRE CITY

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL SOV RIDERSHIP	26031.	3091.	152.	44605.	150144.	11130.	235153.
TOTAL HOV RIDERSHIP	4301.	656.	474.	50304.	123391.	0.	179126.
TOTAL TRANSIT RIDERSHIP	11106.	1717.	405.	7829.	6973.	0.	28031.
TOTAL SOVS	26031.	3091.	152.	44605.	150144.	11130.	235153.
TOTAL HOVS	1929.	320.	178.	20942.	52556.	0.	75924.
TOTAL VEHICLES	27960.	3411.	329.	65547.	202700.	11130.	311077.
TRANSIT PERCENT	25.881	26.665	21.060	7.011	2.205	0.000	5.716
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	60.662	47.989	7.886	39.944	47.472	100.000	47.956
AUTO OCCUPANCY(NO TRANSIT)	1.239	1.291	3.339	2.215	1.958	1.000	1.332
AVERAGE VEHICLE RIDERSHIP	1.535	1.888	5.841	1.704	1.560	1.000	1.576

PEAK PERIOD

TOTAL SOV RIDERSHIP	42523.	1832.	226.	23681.	69013.	14774.	152049.
TOTAL HOV RIDERSHIP	6828.	401.	711.	27131.	57117.	0.	92187.
TOTAL TRANSIT RIDERSHIP	24210.	1260.	676.	5343.	4095.	0.	35583.
TOTAL SOVS	42523.	1832.	226.	23681.	69013.	14774.	152049.
TOTAL HOVS	3089.	196.	266.	11301.	24326.	0.	39178.
TOTAL VEHICLES	45612.	2028.	493.	34982.	93339.	14774.	191227.
TRANSIT PERCENT	31.752	30.613	22.436	8.762	2.787	0.000	11.627
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	55.769	44.528	7.517	38.836	46.977	100.000	49.684
AUTO OCCUPANCY(NO TRANSIT)	1.232	1.299	3.345	2.228	1.963	1.000	1.277
AVERAGE VEHICLE RIDERSHIP	1.672	2.029	6.112	1.743	1.574	1.000	1.600

DAILY SUMMARY

TOTAL SOV RIDERSHIP	68554.	4923.	378.	68286.	219157.	25904.	387202.
TOTAL HOV RIDERSHIP	11129.	1057.	1185.	77435.	180508.	0.	271313.
TOTAL TRANSIT RIDERSHIP	35316.	2977.	1081.	13172.	11067.	0.	63613.
TOTAL SOVS	68554.	4923.	378.	68286.	219157.	25904.	387202.
TOTAL HOVS	5018.	516.	444.	32243.	76881.	0.	115102.
TOTAL VEHICLES	73572.	5439.	822.	100529.	296038.	25904.	502304.
TRANSIT PERCENT	29.638	28.204	21.899	7.629	2.389	0.000	7.988
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	57.531	46.640	7.661	39.552	47.315	100.000	48.620
AUTO OCCUPANCY(NO TRANSIT)	1.234	1.294	3.343	2.220	1.960	1.000	1.311
AVERAGE VEHICLE RIDERSHIP	1.620	1.941	6.003	1.717	1.565	1.000	1.585

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - REGIONWIDE

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	684117.	117849.	209732.	4180723.	7370531.	483511.	13046464.
- DRIVE ALONE	596265.	99242.	48278.	1916476.	3931146.	483511.	7074918.
- 2 PERSON CARPOOL	64957.	17667.	61759.	1306136.	2113721.	0.	3564240.
- 3+ PERSON CARPOOL	22895.	941.	99695.	958112.	1325663.	0.	2407306.
TOTAL TRANSIT	72483.	26823.	27385.	115135.	71322.	0.	313148.
- LOCAL BUS	15239.	4694.	9789.	29380.	11234.	0.	70337.
- RAIL	57244.	22129.	17595.	85755.	60088.	0.	242812.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	44455.	16914.	14019.	69845.	43811.	0.	189044.
- DRIVE	12219.	3362.	1889.	15120.	9044.	0.	41633.
- DRIVEN	15809.	6547.	11477.	30171.	18467.	0.	82471.
SCHOOL BUS	0.	0.	88419.	4366.	50022.	0.	142807.
OTHER	20030.	12103.	101292.	262936.	472519.	0.	868881.
TOTAL	776631.	156776.	426828.	4563160.	7964395.	483511.	14371301.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	1186292.	72755.	325023.	2246959.	3545097.	640934.	8017059.
- DRIVE ALONE	1034489.	61057.	74393.	1021057.	1880359.	640934.	4711288.
- 2 PERSON CARPOOL	114378.	11140.	95852.	707657.	1022934.	0.	1951960.
- 3+ PERSON CARPOOL	38426.	558.	154778.	518245.	641803.	0.	1353811.
TOTAL TRANSIT	157743.	19609.	45143.	70509.	38324.	0.	331329.
- LOCAL BUS	31710.	3280.	16022.	17101.	5910.	0.	74022.
- RAIL	126034.	16329.	29121.	53409.	32414.	0.	257307.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	96117.	12412.	23137.	42389.	23861.	0.	197914.
- DRIVE	27341.	2394.	3094.	9638.	4832.	0.	47298.
- DRIVEN	34286.	4803.	18913.	18483.	9631.	0.	86116.
SCHOOL BUS	0.	0.	138295.	2378.	23857.	0.	164530.
OTHER	36641.	7870.	159141.	142326.	233075.	0.	579053.
TOTAL	1380677.	100233.	667602.	2462172.	3840353.	640934.	9091971.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	1870410.	190604.	534756.	6427682.	10915628.	1124445.	21063523.
- DRIVE ALONE	1629753.	160299.	122672.	2937533.	5811505.	1124445.	11786206.
- 2 PERSON CARPOOL	179335.	28806.	157611.	2013792.	3136655.	0.	5516201.
- 3+ PERSON CARPOOL	61321.	1499.	254473.	1476357.	1967467.	0.	3761117.
TOTAL TRANSIT	230226.	46432.	72528.	185644.	109646.	0.	644477.
- LOCAL BUS	46949.	7974.	25812.	46481.	17144.	0.	144359.
- RAIL	183278.	38458.	46716.	139164.	92503.	0.	500118.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	140572.	29326.	37155.	112233.	67672.	0.	386958.
- DRIVE	39559.	5756.	4983.	24757.	13876.	0.	88932.
- DRIVEN	50095.	11350.	30389.	48654.	28098.	0.	168587.
SCHOOL BUS	0.	0.	226713.	6745.	73879.	0.	307337.
OTHER	56672.	19973.	260433.	405262.	705595.	0.	1447935.
TOTAL	2157308.	257009.	1094430.	7025333.	11804748.	1124445.	23463272.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - REGIONWIDE

HOME WORK HOME COLL HOME SCHL HOME OTHER HOME NON HOME SERVE PASS TOTAL

OFF-PEAK PERIOD

TOTAL SOV RIDERSHIP	596265.	99242.	48278.	1916476.	3931146.	483511.	7074918.
TOTAL HOV RIDERSHIP	87853.	18607.	161454.	2264247.	3439385.	0.	5971546.
TOTAL TRANSIT RIDERSHIP	72483.	26823.	27385.	115135.	71322.	0.	313148.
TOTAL SOVS	596265.	99242.	48278.	1916476.	3931146.	483511.	7074918.
TOTAL HOVS	39020.	9102.	59364.	926814.	1435622.	0.	2469922.
TOTAL VEHICLES	635285.	108344.	107642.	2843290.	5366768.	483511.	9544840.
TRANSIT PERCENT	9.333	17.109	6.416	2.523	0.896	0.000	2.179
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	76.776	63.302	11.311	41.999	49.359	100.000	49.229
AUTO OCCUPANCY(NO TRANSIT)	1.215	1.259	3.448	2.267	2.014	1.000	1.367
AVERAGE VEHICLE RIDERSHIP	1.222	1.447	3.965	1.605	1.484	1.000	1.506

PEAK PERIOD

TOTAL SOV RIDERSHIP	1033489.	61057.	74393.	1021057.	1880359.	640934.	4711288.
TOTAL HOV RIDERSHIP	152804.	11698.	250630.	1225902.	1664738.	0.	3305771.
TOTAL TRANSIT RIDERSHIP	157743.	19609.	45143.	70509.	38324.	0.	331329.
TOTAL SOVS	1033489.	61057.	74393.	1021057.	1880359.	640934.	4711288.
TOTAL HOVS	68168.	5729.	92148.	501898.	694839.	0.	1362783.
TOTAL VEHICLES	1101656.	66786.	166541.	1522955.	2575198.	640934.	6074071.
TRANSIT PERCENT	11.425	19.563	6.762	2.864	0.998	0.000	3.644
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	74.854	60.915	11.143	41.470	48.963	100.000	51.818
AUTO OCCUPANCY(NO TRANSIT)	1.216	1.265	3.457	2.280	2.023	1.000	1.320
AVERAGE VEHICLE RIDERSHIP	1.253	1.501	4.009	1.617	1.491	1.000	1.497

DAILY SUMMARY

TOTAL SOV RIDERSHIP	1629753.	160299.	122672.	2937533.	5811505.	1124445.	11786206.
TOTAL HOV RIDERSHIP	240656.	30305.	412084.	3490149.	5104122.	0.	9277317.
TOTAL TRANSIT RIDERSHIP	230226.	46432.	72528.	185644.	109646.	0.	644477.
TOTAL SOVS	1629753.	160299.	122672.	2937533.	5811505.	1124445.	11786206.
TOTAL HOVS	107188.	14831.	151512.	1428712.	2130461.	0.	3832705.
TOTAL VEHICLES	1736941.	175130.	274184.	4366245.	7941966.	1124445.	15618911.
TRANSIT PERCENT	10.672	18.066	6.627	2.642	0.929	0.000	2.747
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	75.546	62.371	11.209	41.813	49.230	100.000	50.233
AUTO OCCUPANCY(NO TRANSIT)	1.215	1.261	3.453	2.271	2.017	1.000	1.349
AVERAGE VEHICLE RIDERSHIP	1.242	1.468	3.992	1.609	1.486	1.000	1.502

PROPOSED CITY OF VILLAGES WITH SMARTH GROWTH ASSUMPTIONS

SUMMARY OF TRIPS BY MODE - TOTAL CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	416123.	74595.	92068.	2046685.	3550121.	230201.	6409793.
- DRIVE ALONE	363621.	62640.	21237.	938766.	1910016.	230201.	3526481.
- 2 PERSON CARPOOL	37890.	11370.	27005.	642380.	1012285.	0.	1730931.
- 3+ PERSON CARPOOL	14612.	584.	43826.	465539.	627820.	0.	1152381.
TOTAL TRANSIT	52980.	19530.	15864.	74093.	47770.	0.	210236.
- LOCAL BUS	8919.	2850.	4339.	13542.	5362.	0.	35013.
- RAIL	44061.	16680.	11525.	60550.	42408.	0.	175224.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	31857.	12201.	8008.	43869.	29255.	0.	125190.
- DRIVE	9545.	2271.	1180.	10681.	6225.	0.	29901.
- DRIVEN	11578.	5059.	6676.	19542.	12291.	0.	55145.
SCHOOL BUS	0.	0.	40314.	2505.	25607.	0.	68426.
OTHER	9815.	7119.	45822.	116003.	212988.	0.	391749.
TOTAL	478919.	101244.	194069.	2239285.	3836486.	230201.	7080204.

PEAK PERIOD

TOTAL AUTO	715889.	45462.	142481.	1102556.	1675676.	305139.	3987204.
- DRIVE ALONE	624775.	37988.	32452.	498599.	893421.	305139.	2392374.
- 2 PERSON CARPOOL	66845.	7137.	41941.	350501.	482648.	0.	949072.
- 3+ PERSON CARPOOL	24269.	337.	68089.	253456.	299607.	0.	645758.
TOTAL TRANSIT	117341.	14616.	26072.	46370.	26239.	0.	230638.
- LOCAL BUS	19550.	2040.	7303.	8282.	2905.	0.	40080.
- RAIL	97791.	12576.	18769.	38088.	23334.	0.	190557.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	70539.	9205.	13349.	27428.	16306.	0.	136827.
- DRIVE	21575.	1638.	1894.	6814.	3416.	0.	35336.
- DRIVEN	25227.	3773.	10829.	12128.	6517.	0.	58474.
SCHOOL BUS	0.	0.	63053.	1370.	12000.	0.	76423.
OTHER	18187.	4643.	71927.	63137.	103674.	0.	261567.
TOTAL	851418.	64721.	303533.	1213433.	1817589.	305139.	4555833.

DAILY SUMMARY

TOTAL AUTO	1132013.	120057.	234550.	3149241.	5225797.	535341.	10396998.
- DRIVE ALONE	988396.	100628.	53689.	1437364.	2803437.	535341.	5918855.
- 2 PERSON CARPOOL	104735.	18508.	68946.	992881.	1494932.	0.	2680003.
- 3+ PERSON CARPOOL	38881.	922.	111915.	718995.	927427.	0.	1798139.
TOTAL TRANSIT	170321.	34146.	41935.	120462.	74009.	0.	440874.
- LOCAL BUS	28470.	4890.	11642.	21824.	8267.	0.	75093.
- RAIL	141852.	29256.	30294.	98638.	65741.	0.	365781.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	102397.	21406.	21357.	71296.	45560.	0.	262017.
- DRIVE	31119.	3909.	3074.	17495.	9641.	0.	65238.
- DRIVEN	36805.	8831.	17505.	31670.	18808.	0.	113619.
SCHOOL BUS	0.	0.	103367.	3875.	37607.	0.	144850.
OTHER	28003.	11762.	117749.	179140.	316662.	0.	653316.
TOTAL	1330336.	165966.	497602.	3452718.	5654074.	535341.	11636037.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE
 SUMMARY STATISTICS - TOTAL CITY OF SAN DIEGO

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL SOV RIDERSHIP	363621.	62640.	21237.	938766.	1910016.	230201.	3526481.
TOTAL HOV RIDERSHIP	52502.	11955.	70831.	1107919.	1640105.	0.	2883312.
TOTAL TRANSIT RIDERSHIP	52980.	19530.	15864.	74093.	47770.	0.	210236.
TOTAL SOVS	363621.	62640.	21237.	938766.	1910016.	230201.	3526481.
TOTAL HOVS	23120.	5852.	26024.	454201.	685520.	0.	1194717.
TOTAL VEHICLES	386741.	68492.	47262.	1392967.	2595535.	230201.	4721199.
TRANSIT PERCENT	11.062	19.290	8.174	3.309	1.245	0.000	2.969
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	75.925	61.870	10.943	41.923	49.786	100.000	49.808
AUTO OCCUPANCY(NO TRANSIT)	1.212	1.264	3.447	2.265	2.000	1.000	1.358
AVERAGE VEHICLE RIDERSHIP	1.238	1.478	4.106	1.608	1.478	1.000	1.500
PEAK PERIOD							
TOTAL SOV RIDERSHIP	624775.	37988.	32452.	498599.	893421.	305139.	2392374.
TOTAL HOV RIDERSHIP	91114.	7474.	110029.	603958.	782255.	0.	1594830.
TOTAL TRANSIT RIDERSHIP	117341.	14616.	26072.	46370.	26239.	0.	230638.
TOTAL SOVS	624775.	37988.	32452.	498599.	893421.	305139.	2392374.
TOTAL HOVS	40357.	3665.	40424.	247667.	326926.	0.	659038.
TOTAL VEHICLES	665132.	41653.	72876.	746265.	1220347.	305139.	3051412.
TRANSIT PERCENT	13.782	22.584	8.589	3.821	1.444	0.000	5.062
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.381	58.694	10.691	41.090	49.154	100.000	52.512
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.271	3.465	2.287	2.014	1.000	1.307
AVERAGE VEHICLE RIDERSHIP	1.280	1.554	4.165	1.626	1.489	1.000	1.493
DAILY SUMMARY							
TOTAL SOV RIDERSHIP	988396.	100628.	53689.	1437364.	2803437.	535341.	5918855.
TOTAL HOV RIDERSHIP	143616.	19429.	180860.	1711877.	2423360.	0.	4478142.
TOTAL TRANSIT RIDERSHIP	170321.	34146.	41935.	120462.	74009.	0.	440874.
TOTAL SOVS	988396.	100628.	53689.	1437364.	2803437.	535341.	5918855.
TOTAL HOVS	63476.	9517.	66449.	701868.	1012445.	0.	1853756.
TOTAL VEHICLES	1051873.	110145.	120138.	2139232.	3815882.	535341.	7772611.
TRANSIT PERCENT	12.803	20.574	8.427	3.489	1.309	0.000	3.789
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	74.297	60.632	10.790	41.630	49.583	100.000	50.867
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.266	3.458	2.272	2.004	1.000	1.338
AVERAGE VEHICLE RIDERSHIP	1.265	1.507	4.142	1.614	1.482	1.000	1.497

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - INTRA-CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	214052.	43786.	72812.	1366285.	2810357.	171147.	4678438.
- DRIVE ALONE	185301.	36729.	16131.	626790.	1496621.	171147.	2532719.
- 2 PERSON CARPOOL	22198.	6692.	21403.	428183.	813129.	0.	1291604.
- 3+ PERSON CARPOOL	6553.	365.	35277.	311313.	500607.	0.	854115.
TOTAL TRANSIT	29059.	13428.	10949.	45880.	32125.	0.	131442.
- LOCAL BUS	6612.	2113.	3318.	10160.	4537.	0.	26739.
- RAIL	22447.	11316.	7631.	35720.	27589.	0.	104702.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	18518.	8508.	5557.	27718.	18903.	0.	79203.
- DRIVE	4452.	1302.	745.	6034.	4091.	0.	16624.
- DRIVEN	6089.	3618.	4647.	12128.	9131.	0.	35614.
SCHOOL BUS	0.	0.	28519.	1367.	18651.	0.	48536.
OTHER	8425.	6295.	42400.	103540.	204575.	0.	365234.
TOTAL	251535.	63509.	154680.	1517071.	3065708.	171147.	5223650.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	369714.	26866.	112865.	734849.	1334134.	226857.	2805284.
- DRIVE ALONE	321912.	22628.	24888.	336729.	709789.	226857.	1642802.
- 2 PERSON CARPOOL	37571.	4033.	33209.	230682.	386328.	0.	691823.
- 3+ PERSON CARPOOL	10231.	205.	54768.	167438.	238017.	0.	470660.
TOTAL TRANSIT	61997.	9635.	17952.	28459.	16946.	0.	134989.
- LOCAL BUS	14243.	1465.	5605.	6260.	2436.	0.	30010.
- RAIL	47753.	8169.	12347.	22199.	14510.	0.	104980.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	39511.	6147.	9230.	17128.	10017.	0.	82033.
- DRIVE	9746.	901.	1189.	3830.	2166.	0.	17832.
- DRIVEN	12740.	2586.	7533.	7501.	4764.	0.	35124.
SCHOOL BUS	0.	0.	44610.	746.	8781.	0.	54137.
OTHER	15555.	4099.	66520.	56276.	99432.	0.	241882.
TOTAL	447265.	40600.	241947.	820330.	1452293.	226857.	3236293.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	583766.	70652.	185676.	2101134.	4144491.	398004.	7483723.
- DRIVE ALONE	507213.	59357.	41019.	963519.	2206410.	398004.	4175521.
- 2 PERSON CARPOOL	59769.	10726.	54612.	658864.	1199456.	0.	1983427.
- 3+ PERSON CARPOOL	16784.	570.	90045.	478751.	738625.	0.	1324775.
TOTAL TRANSIT	91055.	23063.	28901.	74339.	49072.	0.	266431.
- LOCAL BUS	20855.	3578.	8923.	16420.	6973.	0.	56749.
- RAIL	70200.	19485.	19978.	57919.	42099.	0.	209682.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	58029.	14655.	14787.	44846.	28920.	0.	161236.
- DRIVE	14197.	2203.	1934.	9864.	6257.	0.	34456.
- DRIVEN	18829.	6205.	12180.	19629.	13895.	0.	70739.
SCHOOL BUS	0.	0.	73129.	2113.	27431.	0.	102673.
OTHER	23979.	10394.	108921.	159815.	304008.	0.	607116.
TOTAL	698800.	104109.	396627.	2337401.	4525001.	398004.	8459943.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY STATISTICS - INTRA-CITY OF SAN DIEGO

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL SOV RIDERSHIP	185301.	36729.	16131.	626790.	1496621.	171147.	2532719.
TOTAL HOV RIDERSHIP	28751.	7057.	56680.	739495.	1313736.	0.	2145720.
TOTAL TRANSIT RIDERSHIP	29059.	13428.	10949.	45880.	32125.	0.	131442.
TOTAL SOVS	185301.	36729.	16131.	626790.	1496621.	171147.	2532719.
TOTAL HOVS	12971.	3450.	20781.	303038.	549595.	0.	889835.
TOTAL VEHICLES	198272.	40179.	36912.	929827.	2046216.	171147.	3422554.
TRANSIT PERCENT	11.553	21.144	7.079	3.024	1.048	0.000	2.516
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.668	57.832	10.429	41.316	48.818	100.000	48.486
AUTO OCCUPANCY(NO TRANSIT)	1.225	1.265	3.508	2.265	2.015	1.000	1.367
AVERAGE VEHICLE RIDERSHIP	1.269	1.581	4.190	1.632	1.498	1.000	1.526

PEAK PERIOD

TOTAL SOV RIDERSHIP	321912.	22628.	24888.	336729.	709789.	226857.	1642802.
TOTAL HOV RIDERSHIP	47802.	4238.	87977.	398120.	624345.	0.	1162482.
TOTAL TRANSIT RIDERSHIP	61997.	9635.	17952.	28459.	16946.	0.	134989.
TOTAL SOVS	321912.	22628.	24888.	336729.	709789.	226857.	1642802.
TOTAL HOVS	21709.	2075.	32252.	163180.	261169.	0.	480385.
TOTAL VEHICLES	343621.	24703.	57140.	499909.	970957.	226857.	2123188.
TRANSIT PERCENT	13.861	23.731	7.420	3.469	1.161	0.000	4.171
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	71.973	55.733	10.286	41.048	48.639	100.000	50.762
AUTO OCCUPANCY(NO TRANSIT)	1.215	1.259	3.515	2.266	2.017	1.000	1.321
AVERAGE VEHICLE RIDERSHIP	1.302	1.644	4.234	1.641	1.503	1.000	1.524

DAILY SUMMARY

TOTAL SOV RIDERSHIP	507213.	59357.	41019.	963519.	2206410.	398004.	4175521.
TOTAL HOV RIDERSHIP	76553.	11296.	144657.	1137615.	1938081.	0.	3308202.
TOTAL TRANSIT RIDERSHIP	91055.	23063.	28901.	74339.	49072.	0.	266431.
TOTAL SOVS	507213.	59357.	41019.	963519.	2206410.	398004.	4175521.
TOTAL HOVS	34680.	5526.	53033.	466218.	810764.	0.	1370221.
TOTAL VEHICLES	541893.	64882.	94052.	1429737.	3017173.	398004.	5545741.
TRANSIT PERCENT	13.030	22.153	7.287	3.180	1.084	0.000	3.149
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	72.583	57.014	10.342	41.222	48.760	100.000	49.356
AUTO OCCUPANCY(NO TRANSIT)	1.219	1.263	3.512	2.265	2.016	1.000	1.349
AVERAGE VEHICLE RIDERSHIP	1.290	1.605	4.217	1.635	1.500	1.000	1.525

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - CENTRE CITY

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	30560.	3714.	657.	99809.	278120.	12608.	425468.
- DRIVE ALONE	26170.	3059.	154.	47021.	152651.	12608.	241664.
- 2 PERSON CARPOOL	3362.	618.	207.	32169.	82100.	0.	118456.
- 3+ PERSON CARPOOL	1028.	36.	296.	20618.	43369.	0.	65348.
TOTAL TRANSIT	10972.	1687.	350.	7521.	7061.	0.	27590.
- LOCAL BUS	2180.	220.	96.	1422.	719.	0.	4637.
- RAIL	8792.	1467.	254.	6099.	6342.	0.	22954.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	5513.	1080.	189.	3778.	3950.	0.	14510.
- DRIVE	2900.	220.	41.	1652.	1350.	0.	6162.
- DRIVEN	2559.	386.	120.	2091.	1762.	0.	6918.
SCHOOL BUS	0.	0.	382.	132.	1809.	0.	2323.
OTHER	1833.	1101.	603.	11089.	34586.	0.	49212.
TOTAL	43364.	6502.	1991.	118551.	321576.	12608.	504593.

PEAK PERIOD

TOTAL AUTO	49955.	2213.	990.	53671.	128419.	16708.	251956.
- DRIVE ALONE	42962.	1815.	231.	25122.	70259.	16708.	157097.
- 2 PERSON CARPOOL	5482.	378.	312.	17426.	38048.	0.	61645.
- 3+ PERSON CARPOOL	1511.	21.	447.	11123.	20112.	0.	33214.
TOTAL TRANSIT	23804.	1238.	582.	5125.	4150.	0.	34899.
- LOCAL BUS	5049.	176.	207.	1065.	466.	0.	6963.
- RAIL	18755.	1062.	375.	4060.	3684.	0.	27936.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	11904.	804.	333.	2528.	2297.	0.	17866.
- DRIVE	6464.	161.	69.	1176.	816.	0.	8685.
- DRIVEN	5436.	273.	180.	1422.	1037.	0.	8348.
SCHOOL BUS	0.	0.	595.	73.	844.	0.	1512.
OTHER	3332.	699.	943.	6006.	16156.	0.	27137.
TOTAL	77091.	4150.	3110.	64876.	149568.	16708.	315504.

DAILY SUMMARY

TOTAL AUTO	80514.	5927.	1646.	153480.	406540.	29316.	677423.
- DRIVE ALONE	69132.	4874.	384.	72144.	222910.	29316.	398760.
- 2 PERSON CARPOOL	8843.	996.	519.	49594.	120148.	0.	180101.
- 3+ PERSON CARPOOL	2539.	57.	743.	31742.	63481.	0.	98562.
TOTAL TRANSIT	34776.	2924.	932.	12646.	11211.	0.	62489.
- LOCAL BUS	7228.	396.	304.	2487.	1185.	0.	11600.
- RAIL	27548.	2528.	628.	10159.	10026.	0.	50889.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	17417.	1885.	522.	6306.	6247.	0.	32376.
- DRIVE	9363.	381.	110.	2828.	2166.	0.	14847.
- DRIVEN	7996.	659.	300.	3512.	2798.	0.	15265.
SCHOOL BUS	0.	0.	977.	206.	2653.	0.	3835.
OTHER	5165.	1801.	1546.	17095.	50741.	0.	76349.
TOTAL	120456.	10652.	5101.	183427.	471144.	29316.	820096.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY STATISTICS - CENTRE CITY

OFF-PEAK PERIOD

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	26170.	3059.	154.	47021.	152651.	12608.	241664.
TOTAL HOV RIDERSHIP	4389.	655.	503.	52787.	125469.	0.	183804.
TOTAL TRANSIT RIDERSHIP	10972.	1687.	350.	7521.	7061.	0.	27590.
TOTAL SOVS	26170.	3059.	154.	47021.	152651.	12608.	241664.
TOTAL HOVS	1974.	320.	188.	21975.	53441.	0.	77899.
TOTAL VEHICLES	28145.	3379.	342.	68997.	206092.	12608.	319563.
TRANSIT PERCENT	25.301	25.939	17.583	6.344	2.196	0.000	5.468
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	60.350	47.052	7.709	39.664	47.470	100.000	47.893
AUTO OCCUPANCY(NO TRANSIT)	1.242	1.293	3.395	2.212	1.958	1.000	1.331
AVERAGE VEHICLE RIDERSHIP	1.541	1.924	5.828	1.718	1.560	1.000	1.579

PEAK PERIOD

TOTAL SOV RIDERSHIP	42962.	1815.	231.	25122.	70259.	16708.	157097.
TOTAL HOV RIDERSHIP	6993.	399.	759.	28549.	58160.	0.	94859.
TOTAL TRANSIT RIDERSHIP	23804.	1238.	582.	5125.	4150.	0.	34899.
TOTAL SOVS	42962.	1815.	231.	25122.	70259.	16708.	157097.
TOTAL HOVS	3173.	195.	284.	11891.	24770.	0.	40312.
TOTAL VEHICLES	46135.	2009.	514.	37013.	95030.	16708.	197409.
TRANSIT PERCENT	30.878	29.822	18.714	7.900	2.774	0.000	11.061
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	55.729	43.723	7.416	38.723	46.975	100.000	49.792
AUTO OCCUPANCY(NO TRANSIT)	1.234	1.300	3.400	2.221	1.963	1.000	1.276
AVERAGE VEHICLE RIDERSHIP	1.671	2.065	6.047	1.753	1.574	1.000	1.598

DAILY SUMMARY

TOTAL SOV RIDERSHIP	69132.	4874.	384.	72144.	222910.	29316.	398760.
TOTAL HOV RIDERSHIP	11382.	1053.	1262.	81336.	183629.	0.	278663.
TOTAL TRANSIT RIDERSHIP	34776.	2924.	932.	12646.	11211.	0.	62489.
TOTAL SOVS	69132.	4874.	384.	72144.	222910.	29316.	398760.
TOTAL HOVS	5147.	514.	472.	33866.	78212.	0.	118211.
TOTAL VEHICLES	74279.	5388.	856.	106010.	301122.	29316.	516971.
TRANSIT PERCENT	28.870	27.452	18.272	6.894	2.379	0.000	7.620
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	57.392	45.755	7.530	39.331	47.313	100.000	48.624
AUTO OCCUPANCY(NO TRANSIT)	1.237	1.295	3.398	2.215	1.960	1.000	1.310
AVERAGE VEHICLE RIDERSHIP	1.622	1.977	5.960	1.730	1.565	1.000	1.586

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - REGIONWIDE

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	682798.	117627.	209030.	4176309.	7369384.	483511.	13038659.
- DRIVE ALONE	594918.	99034.	48090.	1914621.	3930629.	483511.	7070803.
- 2 PERSON CARPOOL	65089.	17652.	61569.	1305045.	2113546.	0.	3562901.
- 3+ PERSON CARPOOL	22791.	940.	99372.	956643.	1325209.	0.	2404955.
TOTAL TRANSIT	73332.	27162.	28047.	116957.	71469.	0.	316968.
- LOCAL BUS	15546.	4666.	9971.	29612.	11228.	0.	71023.
- RAIL	57786.	22496.	18076.	87345.	60241.	0.	245945.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	45362.	17140.	14478.	71372.	43960.	0.	192312.
- DRIVE	12121.	3350.	1880.	15066.	9038.	0.	41455.
- DRIVEN	15849.	6673.	11689.	30519.	18471.	0.	83201.
SCHOOL BUS	0.	0.	88316.	4370.	49977.	0.	142664.
OTHER	20500.	12242.	101463.	265535.	473568.	0.	873308.
TOTAL	776630.	157031.	426857.	4563172.	7964397.	483511.	14371598.

PEAK PERIOD

TOTAL AUTO	1184127.	72642.	323900.	2244535.	3544501.	640933.	8010637.
- DRIVE ALONE	1031501.	60974.	74096.	1020289.	1880121.	640933.	4707914.
- 2 PERSON CARPOOL	114452.	11110.	95544.	706911.	1022819.	0.	1950836.
- 3+ PERSON CARPOOL	38174.	558.	154260.	517335.	641561.	0.	1351888.
TOTAL TRANSIT	159048.	19800.	46235.	71521.	38418.	0.	335021.
- LOCAL BUS	32351.	3254.	16383.	17275.	5910.	0.	75173.
- RAIL	126698.	16545.	29851.	54246.	32508.	0.	259848.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	97864.	12560.	23913.	43301.	23944.	0.	201582.
- DRIVE	26989.	2373.	3077.	9559.	4835.	0.	46833.
- DRIVEN	34195.	4867.	19244.	18661.	9639.	0.	86607.
SCHOOL BUS	0.	0.	138137.	2380.	23834.	0.	164351.
OTHER	37500.	7956.	159377.	143741.	233600.	0.	582174.
TOTAL	1380676.	100397.	667648.	2462177.	3840353.	640933.	9092183.

DAILY SUMMARY

TOTAL AUTO	1866925.	190268.	532930.	6420844.	10913885.	1124444.	21049296.
- DRIVE ALONE	1626419.	160009.	122186.	2934910.	5810749.	1124444.	11778716.
- 2 PERSON CARPOOL	179541.	28761.	157113.	2011956.	3136365.	0.	5513736.
- 3+ PERSON CARPOOL	60965.	1498.	253632.	1473978.	1966770.	0.	3756843.
TOTAL TRANSIT	232380.	46962.	74282.	188478.	109887.	0.	651989.
- LOCAL BUS	47896.	7921.	26354.	46887.	17137.	0.	146196.
- RAIL	184484.	39041.	47928.	141591.	92749.	0.	505793.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	143226.	29700.	38391.	114673.	67904.	0.	393894.
- DRIVE	39110.	5723.	4957.	24625.	13873.	0.	88288.
- DRIVEN	50044.	11540.	30934.	49180.	28110.	0.	169808.
SCHOOL BUS	0.	0.	226453.	6750.	73811.	0.	307015.
OTHER	58000.	20198.	260840.	409276.	707167.	0.	1455482.
TOTAL	2157306.	257429.	1094505.	7025349.	11804750.	1124444.	23463781.

NO PROJECT SCENARIO WITH EXISTING POLICIES

SUMMARY OF TRIPS BY MODE - TOTAL CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	405434.	69311.	88002.	1958221.	3568802.	216768.	6306537.
- DRIVE ALONE	354556.	58238.	20368.	898238.	1919644.	216768.	3467813.
- 2 PERSON CARPOOL	36541.	10530.	25761.	614113.	1017511.	0.	1704455.
- 3+ PERSON CARPOOL	14337.	544.	41873.	445869.	631647.	0.	1134269.
TOTAL TRANSIT	50744.	17649.	13710.	69467.	47797.	0.	199366.
- LOCAL BUS	8477.	2599.	3825.	12671.	5376.	0.	32948.
- RAIL	42266.	15050.	9885.	56795.	42422.	0.	166418.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	30001.	11048.	6985.	40820.	29124.	0.	117978.
- DRIVE	9593.	2097.	1094.	10272.	6306.	0.	29363.
- DRIVEN	11149.	4504.	5631.	18374.	12366.	0.	52025.
SCHOOL BUS	0.	0.	38171.	2397.	25694.	0.	66262.
OTHER	8997.	6514.	43101.	108443.	214256.	0.	381311.
TOTAL	465175.	93474.	182983.	2138527.	3856549.	216768.	6953476.

PEAK PERIOD

TOTAL AUTO	697451.	42465.	136383.	1054995.	1685513.	287323.	3904129.
- DRIVE ALONE	608887.	35552.	31079.	476847.	898815.	287323.	2338503.
- 2 PERSON CARPOOL	64664.	6597.	40102.	335268.	485217.	0.	931847.
- 3+ PERSON CARPOOL	23900.	316.	65202.	242880.	301481.	0.	633779.
TOTAL TRANSIT	112813.	13059.	22492.	43465.	26152.	0.	217981.
- LOCAL BUS	18659.	1841.	6406.	7698.	2910.	0.	37514.
- RAIL	94154.	11219.	16086.	35767.	23242.	0.	180467.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	66512.	8180.	11612.	25483.	16157.	0.	127944.
- DRIVE	21864.	1511.	1761.	6576.	3446.	0.	35159.
- DRIVEN	24436.	3369.	9119.	11405.	6548.	0.	54878.
SCHOOL BUS	0.	0.	59712.	1313.	12049.	0.	73074.
OTHER	16693.	4246.	67645.	58919.	104270.	0.	251773.
TOTAL	826956.	59770.	286232.	1158691.	1827984.	287323.	4446956.

DAILY SUMMARY

TOTAL AUTO	1102884.	111775.	224385.	3013216.	5254316.	504091.	10210666.
- DRIVE ALONE	963443.	93789.	51447.	1375085.	2818460.	504091.	5806316.
- 2 PERSON CARPOOL	101205.	17127.	65863.	949381.	1502728.	0.	2636303.
- 3+ PERSON CARPOOL	38236.	860.	107075.	688749.	933128.	0.	1768048.
TOTAL TRANSIT	163556.	30709.	36202.	112931.	73949.	0.	417347.
- LOCAL BUS	27136.	4440.	10231.	20369.	8285.	0.	70462.
- RAIL	136420.	26269.	25971.	92562.	65663.	0.	346885.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	96513.	19227.	18597.	66304.	45282.	0.	245923.
- DRIVE	31458.	3608.	2855.	16849.	9752.	0.	64522.
- DRIVEN	35585.	7873.	14750.	29779.	18915.	0.	106902.
SCHOOL BUS	0.	0.	97883.	3710.	37743.	0.	139336.
OTHER	25691.	10760.	110746.	167361.	318526.	0.	633084.
TOTAL	1292131.	153244.	469215.	3297218.	5684534.	504091.	11400432.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - TOTAL CITY OF SAN DIEGO

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	HOME HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL SOV RIDERSHIP	354556.	58238.	20368.	898238.	1919644.	216768.	3467813.
TOTAL HOV RIDERSHIP	50877.	11073.	67634.	1059982.	1649158.	0.	2838724.
TOTAL TRANSIT RIDERSHIP	50744.	17649.	13710.	69467.	47797.	0.	199366.
TOTAL SOVS	354556.	58238.	20368.	898238.	1919644.	216768.	3467813.
TOTAL HOVS	22367.	5420.	24844.	434448.	689226.	0.	1176305.
TOTAL VEHICLES	376923.	63658.	45212.	1332686.	2608870.	216768.	4644118.
TRANSIT PERCENT	10.909	18.881	7.492	3.248	1.239	0.000	2.867
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	76.220	62.304	11.131	42.003	49.776	100.000	49.872
AUTO OCCUPANCY (NO TRANSIT)	1.211	1.263	3.442	2.265	2.000	1.000	1.358
AVERAGE VEHICLE RIDERSHIP	1.234	1.468	4.047	1.605	1.478	1.000	1.497

PEAK PERIOD

TOTAL SOV RIDERSHIP	608887.	35552.	31079.	476847.	898815.	287323.	2338503.
TOTAL HOV RIDERSHIP	88563.	6913.	105304.	578148.	786698.	0.	1565626.
TOTAL TRANSIT RIDERSHIP	112813.	13059.	22492.	43465.	26152.	0.	217981.
TOTAL SOVS	608887.	35552.	31079.	476847.	898815.	287323.	2338503.
TOTAL HOVS	39160.	3389.	38680.	237028.	328746.	0.	647003.
TOTAL VEHICLES	648047.	38940.	69759.	713875.	1227561.	287323.	2985506.
TRANSIT PERCENT	13.642	21.850	7.858	3.751	1.431	0.000	4.902
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.630	59.481	10.858	41.154	49.170	100.000	52.587
AUTO OCCUPANCY (NO TRANSIT)	1.213	1.268	3.465	2.288	2.014	1.000	1.308
AVERAGE VEHICLE RIDERSHIP	1.276	1.535	4.103	1.623	1.489	1.000	1.490

DAILY SUMMARY

TOTAL SOV RIDERSHIP	963443.	93789.	51447.	1375085.	2818460.	504091.	5806316.
TOTAL HOV RIDERSHIP	139441.	17986.	172938.	1638130.	2435856.	0.	4404350.
TOTAL TRANSIT RIDERSHIP	163556.	30709.	36202.	112931.	73949.	0.	417347.
TOTAL SOVS	963443.	93789.	51447.	1375085.	2818460.	504091.	5806316.
TOTAL HOVS	61527.	8809.	63524.	671476.	1017972.	0.	1823308.
TOTAL VEHICLES	1024970.	102598.	114971.	2046561.	3836432.	504091.	7629623.
TRANSIT PERCENT	12.658	20.039	7.715	3.425	1.301	0.000	3.661
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	74.562	61.203	10.965	41.704	49.581	100.000	50.931
AUTO OCCUPANCY (NO TRANSIT)	1.212	1.265	3.456	2.273	2.005	1.000	1.338
AVERAGE VEHICLE RIDERSHIP	1.261	1.494	4.081	1.611	1.482	1.000	1.494

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - INTRA-CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	205358.	38605.	68562.	1301248.	2831794.	159703.	4605270.
- DRIVE ALONE	177825.	32391.	15206.	596574.	1507367.	159703.	2489066.
- 2 PERSON CARPOOL	21233.	5891.	20118.	407674.	819387.	0.	1274303.
- 3+ PERSON CARPOOL	6300.	324.	33237.	297000.	505040.	0.	841902.
TOTAL TRANSIT	27932.	12047.	9433.	43182.	32277.	0.	124871.
- LOCAL BUS	6331.	1943.	2960.	9521.	4529.	0.	25284.
- RAIL	21602.	10104.	6474.	33661.	27747.	0.	99588.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	17587.	7652.	4873.	25951.	18884.	0.	74947.
- DRIVE	4493.	1186.	680.	5795.	4163.	0.	16317.
- DRIVEN	5853.	3210.	3880.	11435.	9229.	0.	33607.
SCHOOL BUS	0.	0.	26597.	1298.	18760.	0.	46655.
OTHER	7723.	5744.	39610.	96452.	205968.	0.	355497.
TOTAL	241014.	56396.	144202.	1442180.	3088799.	159703.	5132294.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	354653.	23748.	106379.	699151.	1345289.	211720.	2740939.
- DRIVE ALONE	308901.	20030.	23489.	320147.	715365.	211720.	1599653.
- 2 PERSON CARPOOL	35925.	3535.	31245.	219418.	389603.	0.	679726.
- 3+ PERSON CARPOOL	9827.	182.	51645.	159586.	240321.	0.	461561.
TOTAL TRANSIT	59622.	8565.	15423.	26710.	17008.	0.	127328.
- LOCAL BUS	13720.	1347.	4976.	5827.	2436.	0.	28306.
- RAIL	45902.	7219.	10447.	20883.	14572.	0.	99022.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	37587.	5459.	8074.	15991.	9998.	0.	77110.
- DRIVE	9814.	818.	1085.	3669.	2195.	0.	17582.
- DRIVEN	12220.	2289.	6263.	7050.	4814.	0.	32637.
SCHOOL BUS	0.	0.	41596.	708.	8842.	0.	51146.
OTHER	14285.	3740.	62137.	52343.	100103.	0.	232608.
TOTAL	428560.	36053.	225535.	778912.	1471241.	211720.	3152021.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	560011.	62353.	174941.	2000398.	4177083.	371423.	7346209.
- DRIVE ALONE	486726.	52421.	38696.	916722.	2222732.	371423.	4088719.
- 2 PERSON CARPOOL	57158.	9426.	51363.	627091.	1208990.	0.	1954028.
- 3+ PERSON CARPOOL	16128.	506.	84882.	456585.	745361.	0.	1303462.
TOTAL TRANSIT	87554.	20612.	24856.	69892.	49285.	0.	252200.
- LOCAL BUS	20051.	3290.	7936.	15348.	6966.	0.	53590.
- RAIL	67503.	17323.	16920.	54544.	42319.	0.	198610.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	55174.	13111.	12947.	41942.	28883.	0.	152057.
- DRIVE	14307.	2003.	1765.	9465.	6358.	0.	33899.
- DRIVEN	18073.	5498.	10144.	18485.	14044.	0.	66244.
SCHOOL BUS	0.	0.	68193.	2006.	27602.	0.	97801.
OTHER	22008.	9484.	101747.	148796.	306070.	0.	588105.
TOTAL	669574.	92449.	369737.	2221092.	4560040.	371423.	8284315.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - INTRA-CITY OF SAN DIEGO

HOME WORK HOME COLL HOME SCHL HOME OTHER HOME NON SERVE TOTAL
PASS

OFF-PEAK PERIOD

TOTAL SOV RIDERSHIP	177825.	32391.	15206.	596574.	1507367.	159703.	2489066.
TOTAL HOV RIDERSHIP	27534.	6215.	53355.	704673.	1324427.	0.	2116204.
TOTAL TRANSIT RIDERSHIP	27932.	12047.	9433.	43182.	32277.	0.	124871.
TOTAL SOVS	177825.	32391.	15206.	596574.	1507367.	159703.	2489066.
TOTAL HOVS	12417.	3038.	19556.	288694.	553991.	0.	877695.
TOTAL VEHICLES	190241.	35429.	34762.	885268.	2061357.	159703.	3366760.
TRANSIT PERCENT	11.590	21.361	6.542	2.994	1.045	0.000	2.433
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.782	57.434	10.545	41.366	48.801	100.000	48.498
AUTO OCCUPANCY(NO TRANSIT)	1.224	1.265	3.507	2.266	2.016	1.000	1.368
AVERAGE VEHICLE RIDERSHIP	1.267	1.592	4.148	1.629	1.498	1.000	1.524

PEAK PERIOD

TOTAL SOV RIDERSHIP	308901.	20030.	23489.	320147.	715365.	211720.	1599653.
TOTAL HOV RIDERSHIP	45752.	3717.	82890.	379003.	629924.	0.	1141286.
TOTAL TRANSIT RIDERSHIP	59622.	8565.	15423.	26710.	17008.	0.	127328.
TOTAL SOVS	308901.	20030.	23489.	320147.	715365.	211720.	1599653.
TOTAL HOVS	20770.	1820.	30378.	155305.	263465.	0.	471737.
TOTAL VEHICLES	329671.	21850.	53867.	475452.	978830.	211720.	2071390.
TRANSIT PERCENT	13.912	23.758	6.838	3.429	1.156	0.000	4.040
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	72.079	55.559	10.415	41.102	48.623	100.000	50.750
AUTO OCCUPANCY(NO TRANSIT)	1.215	1.257	3.514	2.268	2.018	1.000	1.323
AVERAGE VEHICLE RIDERSHIP	1.300	1.650	4.187	1.638	1.503	1.000	1.522

DAILY SUMMARY

TOTAL SOV RIDERSHIP	486726.	52421.	38696.	916722.	2222732.	371423.	4088719.
TOTAL HOV RIDERSHIP	73286.	9932.	136245.	1083677.	1954351.	0.	3257491.
TOTAL TRANSIT RIDERSHIP	87554.	20612.	24856.	69892.	49285.	0.	252200.
TOTAL SOVS	486726.	52421.	38696.	916722.	2222732.	371423.	4088719.
TOTAL HOVS	33187.	4857.	49934.	443999.	817455.	0.	1349432.
TOTAL VEHICLES	519913.	57279.	88629.	1360720.	3040187.	371423.	5438150.
TRANSIT PERCENT	13.076	22.296	6.723	3.147	1.081	0.000	3.044
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	72.692	56.703	10.466	41.273	48.744	100.000	49.355
AUTO OCCUPANCY(NO TRANSIT)	1.218	1.262	3.511	2.267	2.017	1.000	1.351
AVERAGE VEHICLE RIDERSHIP	1.288	1.614	4.172	1.632	1.500	1.000	1.523

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - CENTRE CITY

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	32589.	3256.	601.	85115.	272469.	10577.	404607.
- DRIVE ALONE	27975.	2687.	146.	40013.	149549.	10577.	230946.
- 2 PERSON CARPOOL	3493.	537.	189.	27484.	80419.	0.	112121.
- 3+ PERSON CARPOOL	1121.	32.	266.	17619.	42502.	0.	61539.
TOTAL TRANSIT	11211.	1470.	398.	6748.	6899.	0.	26727.
- LOCAL BUS	2289.	212.	108.	1331.	687.	0.	4626.
- RAIL	8922.	1258.	290.	5417.	6213.	0.	22101.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	5616.	975.	206.	3371.	3884.	0.	14052.
- DRIVE	2979.	170.	49.	1485.	1307.	0.	5990.
- DRIVEN	2615.	325.	144.	1893.	1708.	0.	6684.
SCHOOL BUS	0.	0.	406.	117.	1778.	0.	2301.
OTHER	1547.	940.	452.	8174.	33782.	0.	44894.
TOTAL	45348.	5666.	1856.	100154.	314928.	10577.	478529.

PEAK PERIOD

TOTAL AUTO	53257.	1960.	901.	45732.	125390.	14032.	241271.
- DRIVE ALONE	45845.	1611.	218.	21253.	68535.	14032.	151492.
- 2 PERSON CARPOOL	5747.	330.	284.	14943.	37186.	0.	58489.
- 3+ PERSON CARPOOL	1666.	19.	399.	9537.	19669.	0.	31290.
TOTAL TRANSIT	24535.	1064.	658.	4601.	4047.	0.	34905.
- LOCAL BUS	5335.	167.	226.	991.	456.	0.	7176.
- RAIL	19200.	897.	432.	3610.	3590.	0.	27729.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	12239.	713.	361.	2262.	2250.	0.	17825.
- DRIVE	6722.	124.	81.	1060.	783.	0.	8770.
- DRIVEN	5575.	227.	216.	1280.	1013.	0.	8311.
SCHOOL BUS	0.	0.	633.	65.	827.	0.	1525.
OTHER	2830.	597.	707.	4417.	15721.	0.	24272.
TOTAL	80622.	3621.	2900.	54815.	145985.	14032.	301974.

DAILY SUMMARY

TOTAL AUTO	85846.	5215.	1502.	130847.	397859.	24608.	645878.
- DRIVE ALONE	73819.	4298.	364.	61266.	218083.	24608.	382439.
- 2 PERSON CARPOOL	9239.	867.	473.	42426.	117605.	0.	170610.
- 3+ PERSON CARPOOL	2787.	50.	665.	27155.	62171.	0.	92829.
TOTAL TRANSIT	35746.	2534.	1056.	11350.	10946.	0.	61632.
- LOCAL BUS	7624.	379.	334.	2322.	1143.	0.	11802.
- RAIL	28122.	2155.	722.	9028.	9803.	0.	49830.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	17855.	1688.	567.	5633.	6135.	0.	31877.
- DRIVE	9701.	295.	130.	2545.	2090.	0.	14760.
- DRIVEN	8190.	551.	359.	3172.	2722.	0.	14995.
SCHOOL BUS	0.	0.	1039.	182.	2605.	0.	3826.
OTHER	4377.	1537.	1159.	12591.	49502.	0.	69166.
TOTAL	125969.	9287.	4756.	154969.	460913.	24608.	780503.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - CENTRE CITY

OFF-PEAK PERIOD

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	27975.	2687.	146.	40013.	149549.	10577.	230946.
TOTAL HOV RIDERSHIP	4614.	569.	455.	45102.	122920.	0.	173660.
TOTAL TRANSIT RIDERSHIP	11211.	1470.	398.	6748.	6899.	0.	26727.
TOTAL SOVS	27975.	2687.	146.	40013.	149549.	10577.	230946.
TOTAL HOVS	2067.	278.	170.	18776.	52353.	0.	73643.
TOTAL VEHICLES	30042.	2964.	316.	58789.	201902.	10577.	304590.
TRANSIT PERCENT	24.723	25.947	21.444	6.738	2.191	0.000	5.585
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	61.689	47.425	7.867	39.951	47.487	100.000	48.262
AUTO OCCUPANCY(NO TRANSIT)	1.238	1.290	3.335	2.215	1.958	1.000	1.328
AVERAGE VEHICLE RIDERSHIP	1.510	1.911	5.865	1.704	1.560	1.000	1.571

PEAK PERIOD

TOTAL SOV RIDERSHIP	45845.	1611.	218.	21253.	68535.	14032.	151492.
TOTAL HOV RIDERSHIP	7412.	348.	683.	24479.	56856.	0.	89779.
TOTAL TRANSIT RIDERSHIP	24535.	1064.	658.	4601.	4047.	0.	34905.
TOTAL SOVS	45845.	1611.	218.	21253.	68535.	14032.	151492.
TOTAL HOVS	3349.	170.	256.	10196.	24213.	0.	38184.
TOTAL VEHICLES	49194.	1782.	474.	31449.	92747.	14032.	189677.
TRANSIT PERCENT	30.432	29.391	22.692	8.394	2.772	0.000	11.559
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	56.864	44.495	7.516	38.771	46.946	100.000	50.167
AUTO OCCUPANCY(NO TRANSIT)	1.233	1.296	3.343	2.233	1.965	1.000	1.272
AVERAGE VEHICLE RIDERSHIP	1.639	2.033	6.116	1.743	1.574	1.000	1.592

DAILY SUMMARY

TOTAL SOV RIDERSHIP	73819.	4298.	364.	61266.	218083.	24608.	382439.
TOTAL HOV RIDERSHIP	12026.	917.	1138.	69581.	179776.	0.	263439.
TOTAL TRANSIT RIDERSHIP	35746.	2534.	1056.	11350.	10946.	0.	61632.
TOTAL SOVS	73819.	4298.	364.	61266.	218083.	24608.	382439.
TOTAL HOVS	5416.	448.	427.	28972.	76566.	0.	111828.
TOTAL VEHICLES	79235.	4746.	791.	90237.	294649.	24608.	494266.
TRANSIT PERCENT	28.377	27.290	22.205	7.324	2.375	0.000	7.897
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	58.601	46.282	7.653	39.534	47.316	100.000	48.999
AUTO OCCUPANCY(NO TRANSIT)	1.235	1.292	3.340	2.221	1.960	1.000	1.307
AVERAGE VEHICLE RIDERSHIP	1.590	1.957	6.016	1.717	1.564	1.000	1.579

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2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - REGIONWIDE

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	688532.	118254.	214036.	4194572.	7370947.	483506.	13069847.
- DRIVE ALONE	601008.	99657.	50256.	1924866.	3932484.	483506.	7091778.
- 2 PERSON CARPOOL	64270.	17661.	62732.	1308954.	2113214.	0.	3566830.
- 3+ PERSON CARPOOL	23254.	936.	101048.	960752.	1325250.	0.	2411239.
TOTAL TRANSIT	69439.	24809.	25016.	109728.	70542.	0.	299534.
- LOCAL BUS	14516.	4242.	8959.	27699.	11020.	0.	66436.
- RAIL	54923.	20568.	16057.	82029.	59522.	0.	233098.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	42016.	15573.	12807.	65896.	43302.	0.	179594.
- DRIVE	12090.	3150.	1733.	14622.	9006.	0.	40601.
- DRIVEN	15333.	6086.	10476.	29210.	18235.	0.	79340.
SCHOOL BUS	0.	0.	92177.	4635.	49979.	0.	146791.
OTHER	18925.	11216.	95301.	248005.	472942.	0.	846388.
TOTAL	776896.	154279.	426530.	4556940.	7964410.	483506.	14362560.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	1195060.	73376.	331643.	2254956.	3545472.	640927.	8041433.
- DRIVE ALONE	1043117.	61699.	77639.	1027289.	1881548.	640927.	4732219.
- 2 PERSON CARPOOL	113085.	11118.	97270.	708498.	1022466.	0.	1952437.
- 3+ PERSON CARPOOL	38857.	559.	156734.	519168.	641459.	0.	1356777.
TOTAL TRANSIT	151396.	17972.	41323.	67409.	37870.	0.	315970.
- LOCAL BUS	30314.	2945.	14671.	16139.	5813.	0.	69882.
- RAIL	121082.	15026.	26653.	51270.	32057.	0.	246088.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	90759.	11278.	21151.	40019.	23506.	0.	186713.
- DRIVE	27177.	2227.	2874.	9359.	4813.	0.	46450.
- DRIVEN	33460.	4467.	17298.	18031.	9551.	0.	82807.
SCHOOL BUS	0.	0.	144174.	2522.	23845.	0.	170540.
OTHER	34692.	7290.	149997.	134357.	233172.	0.	559507.
TOTAL	1381148.	98637.	667137.	2459243.	3840359.	640927.	9087451.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	1883591.	191629.	545679.	6449528.	10916419.	1124434.	21111280.
- DRIVE ALONE	1644125.	161356.	127895.	2952156.	5814031.	1124434.	11823997.
- 2 PERSON CARPOOL	177355.	28779.	160002.	2017452.	3135680.	0.	5519267.
- 3+ PERSON CARPOOL	62111.	1494.	257782.	1479920.	1966708.	0.	3768017.
TOTAL TRANSIT	220835.	42781.	66339.	177137.	108412.	0.	615505.
- LOCAL BUS	44830.	7187.	23630.	43838.	16833.	0.	136318.
- RAIL	176004.	35594.	42709.	133299.	91580.	0.	479186.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	132774.	26851.	33958.	105915.	66808.	0.	366307.
- DRIVE	39267.	5377.	4607.	23982.	13819.	0.	87051.
- DRIVEN	48794.	10553.	27774.	47241.	27786.	0.	162147.
SCHOOL BUS	0.	0.	236351.	7157.	73824.	0.	317331.
OTHER	53617.	18506.	245298.	382361.	706114.	0.	1405896.
TOTAL	2158043.	252916.	1093667.	7016183.	11804769.	1124434.	23450011.

2020 CITY OF VILLAGES NO PROJECT ALTERNATIVE

SUMMARY STATISTICS - REGIONWIDE

OFF-PEAK PERIOD

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	601008.	99657.	50256.	1924866.	3932484.	483506.	7091778.
TOTAL HOV RIDERSHIP	87523.	18596.	163780.	2269706.	3438463.	0.	5978069.
TOTAL TRANSIT RIDERSHIP	69439.	24809.	25016.	109728.	70542.	0.	299534.
TOTAL SOVS	601008.	99657.	50256.	1924866.	3932484.	483506.	7091778.
TOTAL HOVS	38779.	9098.	60237.	928977.	1435250.	0.	2472340.
TOTAL VEHICLES	639787.	108755.	110493.	2853844.	5367733.	483506.	9564118.
TRANSIT PERCENT	8.938	16.081	5.865	2.408	0.886	0.000	2.086
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	77.360	64.595	11.783	42.240	49.376	100.000	49.377
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.258	3.419	2.265	2.014	1.000	1.367
AVERAGE VEHICLE RIDERSHIP	1.214	1.419	3.860	1.597	1.484	1.000	1.502

PEAK PERIOD

TOTAL SOV RIDERSHIP	1043117.	61699.	77639.	1027289.	1881548.	640927.	4732219.
TOTAL HOV RIDERSHIP	151943.	11677.	254004.	1227666.	1663925.	0.	3309214.
TOTAL TRANSIT RIDERSHIP	151396.	17972.	41323.	67409.	37870.	0.	315970.
TOTAL SOVS	1043117.	61699.	77639.	1027289.	1881548.	640927.	4732219.
TOTAL HOVS	67645.	5719.	93416.	502583.	694507.	0.	1363869.
TOTAL VEHICLES	1110762.	67418.	171055.	1529872.	2576055.	640927.	6096088.
TRANSIT PERCENT	10.962	18.220	6.194	2.741	0.986	0.000	3.477
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	75.525	62.551	11.638	41.773	48.994	100.000	52.074
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.262	3.424	2.276	2.022	1.000	1.319
AVERAGE VEHICLE RIDERSHIP	1.243	1.463	3.900	1.607	1.491	1.000	1.491

DAILY SUMMARY

TOTAL SOV RIDERSHIP	1644125.	161356.	127895.	2952156.	5814031.	1124434.	11823997.
TOTAL HOV RIDERSHIP	239466.	30273.	417784.	3497372.	5102388.	0.	9287283.
TOTAL TRANSIT RIDERSHIP	220835.	42781.	66339.	177137.	108412.	0.	615505.
TOTAL SOVS	1644125.	161356.	127895.	2952156.	5814031.	1124434.	11823997.
TOTAL HOVS	106423.	14816.	153653.	1431560.	2129756.	0.	3836209.
TOTAL VEHICLES	1750549.	176172.	281548.	4383716.	7943788.	1124434.	15660206.
TRANSIT PERCENT	10.233	16.915	6.066	2.525	0.918	0.000	2.625
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	76.186	63.798	11.694	42.076	49.252	100.000	50.422
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.260	3.422	2.269	2.017	1.000	1.348
AVERAGE VEHICLE RIDERSHIP	1.233	1.436	3.884	1.601	1.486	1.000	1.497

PROPOSED CITY OF VILLAGES WITH EXISTING POLICIES

SUMMARY OF TRIPS BY MODE - TOTAL CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	412905.	70423.	91798.	2028446.	3583229.	226402.	6413203.
- DRIVE ALONE	360879.	59173.	21298.	930533.	1927381.	226402.	3525666.
- 2 PERSON CARPOOL	37531.	10697.	26882.	636362.	1021793.	0.	1733266.
- 3+ PERSON CARPOOL	14495.	553.	43618.	461550.	634055.	0.	1154271.
TOTAL TRANSIT	52360.	18223.	14916.	72870.	47967.	0.	206336.
- LOCAL BUS	8931.	2634.	4169.	13314.	5385.	0.	34433.
- RAIL	43429.	15589.	10747.	59556.	42582.	0.	171903.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	31410.	11457.	7693.	43274.	29300.	0.	123133.
- DRIVE	9561.	2103.	1129.	10384.	6292.	0.	29469.
- DRIVEN	11390.	4664.	6094.	19212.	12375.	0.	53734.
SCHOOL BUS	0.	0.	40300.	2473.	25761.	0.	68534.
OTHER	9780.	6774.	44660.	115383.	216248.	0.	392845.
TOTAL	475045.	95421.	191674.	2219172.	3873204.	226402.	7080919.

PEAK PERIOD

TOTAL AUTO	710315.	43101.	142140.	1092435.	1692428.	300116.	3980537.
- DRIVE ALONE	620109.	36078.	32510.	494250.	902244.	300116.	2385307.
- 2 PERSON CARPOOL	66148.	6702.	41794.	347034.	487441.	0.	949118.
- 3+ PERSON CARPOOL	24058.	322.	67837.	251151.	302743.	0.	646111.
TOTAL TRANSIT	116087.	13475.	24518.	45522.	26339.	0.	225941.
- LOCAL BUS	19622.	1877.	7037.	8119.	2918.	0.	39573.
- RAIL	96465.	11598.	17481.	37402.	23421.	0.	186368.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	69615.	8502.	12812.	27026.	16326.	0.	134280.
- DRIVE	21679.	1507.	1816.	6616.	3445.	0.	35063.
- DRIVEN	24794.	3466.	9890.	11879.	6569.	0.	56598.
SCHOOL BUS	0.	0.	63031.	1353.	12081.	0.	76466.
OTHER	18137.	4417.	70097.	62727.	105259.	0.	260636.
TOTAL	844539.	60993.	299787.	1202037.	1836107.	300116.	4543579.

DAILY SUMMARY

TOTAL AUTO	1123220.	113524.	233939.	3120881.	5275657.	526518.	10393740.
- DRIVE ALONE	980989.	95250.	53808.	1424783.	2829625.	526518.	5910974.
- 2 PERSON CARPOOL	103679.	17399.	68676.	983397.	1509234.	0.	2682384.
- 3+ PERSON CARPOOL	38553.	875.	111454.	712702.	936798.	0.	1800382.
TOTAL TRANSIT	168447.	31698.	39435.	118392.	74306.	0.	432277.
- LOCAL BUS	28553.	4511.	11206.	21433.	8303.	0.	74007.
- RAIL	139894.	27187.	28229.	96958.	66003.	0.	358271.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	101024.	19959.	20505.	70300.	45626.	0.	257413.
- DRIVE	31239.	3610.	2945.	17001.	9736.	0.	64532.
- DRIVEN	36183.	8130.	15984.	31091.	18944.	0.	110332.
SCHOOL BUS	0.	0.	103332.	3827.	37841.	0.	145000.
OTHER	27917.	11191.	114756.	178110.	321507.	0.	653481.
TOTAL	1319584.	156414.	491461.	3421209.	5709312.	526518.	11624498.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY STATISTICS - TOTAL CITY OF SAN DIEGO

HOME WORK HOME COLL HOME SCHL HOME OTHER HOME NON SERVE PASS TOTAL

OFF-PEAK PERIOD

TOTAL SOV RIDERSHIP	360879.	59173.	21298.	930533.	1927381.	226402.	3525666.
TOTAL HOV RIDERSHIP	52026.	11250.	70500.	1097913.	1655848.	0.	2887537.
TOTAL TRANSIT RIDERSHIP	52360.	18223.	14916.	72870.	47967.	0.	206336.
TOTAL SOVS	360879.	59173.	21298.	930533.	1927381.	226402.	3525666.
TOTAL HOVS	22907.	5507.	25903.	450053.	692055.	0.	1196425.
TOTAL VEHICLES	383786.	64679.	47202.	1380586.	2619436.	226402.	4722091.
TRANSIT PERCENT	11.022	19.098	7.782	3.284	1.238	0.000	2.914
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	75.967	62.012	11.112	41.932	49.762	100.000	49.791
AUTO OCCUPANCY(NO TRANSIT)	1.211	1.263	3.438	2.265	2.000	1.000	1.358
AVERAGE VEHICLE RIDERSHIP	1.238	1.475	4.061	1.607	1.479	1.000	1.500

PEAK PERIOD

TOTAL SOV RIDERSHIP	620109.	36078.	32510.	494250.	902244.	300116.	2385307.
TOTAL HOV RIDERSHIP	90206.	7023.	109630.	598186.	790184.	0.	1595229.
TOTAL TRANSIT RIDERSHIP	116087.	13475.	24518.	45522.	26339.	0.	225941.
TOTAL SOVS	620109.	36078.	32510.	494250.	902244.	300116.	2385307.
TOTAL HOVS	39948.	3443.	40279.	245275.	330218.	0.	659162.
TOTAL VEHICLES	660057.	39521.	72789.	739524.	1232463.	300116.	3044470.
TRANSIT PERCENT	13.746	22.093	8.179	3.787	1.435	0.000	4.973
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.426	59.150	10.844	41.118	49.139	100.000	52.498
AUTO OCCUPANCY(NO TRANSIT)	1.213	1.268	3.459	2.286	2.014	1.000	1.307
AVERAGE VEHICLE RIDERSHIP	1.279	1.543	4.119	1.625	1.490	1.000	1.492

DAILY SUMMARY

TOTAL SOV RIDERSHIP	980989.	95250.	53808.	1424783.	2829625.	526518.	5910974.
TOTAL HOV RIDERSHIP	142232.	18274.	180130.	1696098.	2446032.	0.	4482766.
TOTAL TRANSIT RIDERSHIP	168447.	31698.	39435.	118392.	74306.	0.	432277.
TOTAL SOVS	980989.	95250.	53808.	1424783.	2829625.	526518.	5910974.
TOTAL HOVS	62855.	8949.	66182.	695327.	1022274.	0.	1855587.
TOTAL VEHICLES	1043843.	104200.	119990.	2120110.	3851899.	526518.	7766561.
TRANSIT PERCENT	12.765	20.266	8.024	3.461	1.301	0.000	3.719
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	74.341	60.896	10.949	41.646	49.562	100.000	50.849
AUTO OCCUPANCY(NO TRANSIT)	1.212	1.265	3.451	2.272	2.005	1.000	1.338
AVERAGE VEHICLE RIDERSHIP	1.264	1.501	4.096	1.614	1.482	1.000	1.497

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - INTRA-CITY OF SAN DIEGO

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	215069.	40016.	71897.	1359303.	2847713.	168788.	4702786.
- DRIVE ALONE	186182.	33572.	16002.	623510.	1516010.	168788.	2544065.
- 2 PERSON CARPOOL	22306.	6108.	21107.	425858.	824010.	0.	1299389.
- 3+ PERSON CARPOOL	6581.	335.	34789.	309935.	507692.	0.	859332.
TOTAL TRANSIT	29491.	12627.	10283.	45285.	32386.	0.	130072.
- LOCAL BUS	6727.	1996.	3250.	9999.	4540.	0.	26512.
- RAIL	22764.	10631.	7033.	35286.	27846.	0.	103560.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	18785.	8031.	5377.	27531.	19010.	0.	78735.
- DRIVE	4565.	1217.	706.	5842.	4148.	0.	16478.
- DRIVEN	6141.	3380.	4200.	11911.	9228.	0.	34859.
SCHOOL BUS	0.	0.	28282.	1352.	18841.	0.	48476.
OTHER	8482.	6002.	41170.	103148.	207966.	0.	366768.
TOTAL	253042.	58645.	151633.	1509088.	3106906.	168788.	5248101.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	371245.	24585.	111470.	730694.	1353052.	223734.	2814779.
- DRIVE ALONE	323289.	20731.	24698.	334766.	719598.	223734.	1646816.
- 2 PERSON CARPOOL	37703.	3666.	32754.	229319.	391846.	0.	695287.
- 3+ PERSON CARPOOL	10253.	189.	54018.	166609.	241607.	0.	472676.
TOTAL TRANSIT	62961.	8991.	16866.	28056.	17095.	0.	133969.
- LOCAL BUS	14536.	1385.	5504.	6145.	2442.	0.	30013.
- RAIL	48425.	7606.	11362.	21911.	14653.	0.	103956.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	40160.	5749.	8929.	17005.	10080.	0.	81924.
- DRIVE	9989.	836.	1132.	3703.	2191.	0.	17851.
- DRIVEN	12812.	2405.	6805.	7348.	4825.	0.	34194.
SCHOOL BUS	0.	0.	44233.	738.	8880.	0.	53852.
OTHER	15680.	3909.	64588.	56005.	101090.	0.	241271.
TOTAL	449885.	37484.	237157.	815493.	1480117.	223734.	3243870.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	586314.	64601.	183367.	2089997.	4200765.	392522.	7517565.
- DRIVE ALONE	509472.	54303.	40700.	958276.	2235609.	392522.	4190881.
- 2 PERSON CARPOOL	60009.	9774.	53860.	655177.	1215856.	0.	1994676.
- 3+ PERSON CARPOOL	16833.	524.	88807.	476544.	749299.	0.	1332007.
TOTAL TRANSIT	92451.	21618.	27149.	73341.	49481.	0.	264040.
- LOCAL BUS	21263.	3381.	8755.	16143.	6982.	0.	56525.
- RAIL	71188.	18237.	18395.	57197.	42499.	0.	207516.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	58945.	13780.	14306.	44537.	29091.	0.	160659.
- DRIVE	14554.	2053.	1838.	9545.	6338.	0.	34328.
- DRIVEN	18952.	5785.	11005.	19259.	14052.	0.	69053.
SCHOOL BUS	0.	0.	72515.	2091.	27722.	0.	102328.
OTHER	24162.	9911.	105758.	159152.	309055.	0.	608039.
TOTAL	702927.	96130.	388790.	2324580.	4587023.	392522.	8491971.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY STATISTICS - INTRA-CITY OF SAN DIEGO

HOME WORK HOME COLL HOME SCHL HOME OTHER HOME HOME NON SERVE TOTAL
PASS

OFF-PEAK PERIOD

TOTAL SOV RIDERSHIP	186182.	33572.	16002.	623510.	1516010.	168788.	2544065.
TOTAL HOV RIDERSHIP	28887.	6444.	5895.	735793.	1331703.	0.	2158721.
TOTAL TRANSIT RIDERSHIP	29491.	12627.	10283.	45285.	32386.	0.	130072.
TOTAL SOVS	186182.	33572.	16002.	623510.	1516010.	168788.	2544065.
TOTAL HOVS	13033.	3150.	20493.	301482.	557060.	0.	895218.
TOTAL VEHICLES	199216.	36722.	36495.	924992.	2073071.	168788.	3439283.
TRANSIT PERCENT	11.654	21.532	6.782	3.001	1.042	0.000	2.478
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	73.578	57.247	10.553	41.317	48.795	100.000	48.476
AUTO OCCUPANCY (NO TRANSIT)	1.225	1.265	3.502	2.265	2.016	1.000	1.367
AVERAGE VEHICLE RIDERSHIP	1.270	1.597	4.155	1.631	1.499	1.000	1.526

PEAK PERIOD

TOTAL SOV RIDERSHIP	323289.	20731.	24698.	334766.	719598.	223734.	1646816.
TOTAL HOV RIDERSHIP	47956.	3854.	86772.	395928.	633453.	0.	1167963.
TOTAL TRANSIT RIDERSHIP	62961.	8991.	16866.	28056.	17095.	0.	133969.
TOTAL SOVS	323289.	20731.	24698.	334766.	719598.	223734.	1646816.
TOTAL HOVS	21781.	1887.	31811.	162262.	264954.	0.	482694.
TOTAL VEHICLES	345070.	22618.	56509.	497028.	984552.	223734.	2129509.
TRANSIT PERCENT	13.995	23.986	7.112	3.440	1.155	0.000	4.130
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	71.860	55.305	10.414	41.051	48.618	100.000	50.767
AUTO OCCUPANCY (NO TRANSIT)	1.215	1.257	3.508	2.267	2.018	1.000	1.322
AVERAGE VEHICLE RIDERSHIP	1.304	1.657	4.197	1.641	1.503	1.000	1.523

DAILY SUMMARY

TOTAL SOV RIDERSHIP	509472.	54303.	40700.	958276.	2235609.	392522.	4190881.
TOTAL HOV RIDERSHIP	76842.	10298.	142667.	1131721.	1965156.	0.	3326683.
TOTAL TRANSIT RIDERSHIP	92451.	21618.	27149.	73341.	49481.	0.	264040.
TOTAL SOVS	509472.	54303.	40700.	958276.	2235609.	392522.	4190881.
TOTAL HOVS	34814.	5037.	52303.	463744.	822014.	0.	1377912.
TOTAL VEHICLES	544286.	59340.	93003.	1422020.	3057622.	392522.	5568793.
TRANSIT PERCENT	13.152	22.488	6.983	3.155	1.079	0.000	3.109
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	72.479	56.490	10.468	41.224	48.738	100.000	49.351
AUTO OCCUPANCY (NO TRANSIT)	1.218	1.262	3.506	2.266	2.017	1.000	1.350
AVERAGE VEHICLE RIDERSHIP	1.291	1.620	4.180	1.635	1.500	1.000	1.525

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - CENTRE CITY

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	32873.	3239.	635.	90123.	277018.	12075.	415963.
- DRIVE ALONE	28152.	2669.	149.	42468.	152023.	12075.	237536.
- 2 PERSON CARPOOL	3605.	538.	200.	29037.	81779.	0.	115160.
- 3+ PERSON CARPOOL	1116.	32.	286.	18617.	43216.	0.	63268.
TOTAL TRANSIT	11166.	1449.	345.	6531.	6972.	0.	26463.
- LOCAL BUS	2352.	209.	95.	1315.	696.	0.	4666.
- RAIL	8814.	1240.	250.	5216.	6276.	0.	21796.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	5713.	974.	186.	3337.	3938.	0.	14147.
- DRIVE	2905.	163.	41.	1396.	1316.	0.	5820.
- DRIVEN	2549.	312.	118.	1798.	1718.	0.	6496.
SCHOOL BUS	0.	0.	373.	117.	1806.	0.	2296.
OTHER	1932.	1053.	580.	10336.	34386.	0.	48287.
TOTAL	45970.	5742.	1933.	107107.	320182.	12075.	493009.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
PEAK PERIOD							
TOTAL AUTO	53877.	1943.	958.	48657.	127625.	15989.	249050.
- DRIVE ALONE	46347.	1598.	224.	22784.	69822.	15989.	156764.
- 2 PERSON CARPOOL	5887.	327.	302.	15790.	37809.	0.	60115.
- 3+ PERSON CARPOOL	1643.	18.	432.	10083.	19994.	0.	32171.
TOTAL TRANSIT	24340.	1053.	574.	4462.	4112.	0.	34541.
- LOCAL BUS	5423.	165.	204.	982.	463.	0.	7238.
- RAIL	18917.	888.	370.	3480.	3648.	0.	27303.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	12402.	717.	327.	2242.	2294.	0.	17981.
- DRIVE	6517.	118.	69.	997.	792.	0.	8494.
- DRIVEN	5422.	219.	177.	1222.	1026.	0.	8065.
SCHOOL BUS	0.	0.	584.	65.	841.	0.	1490.
OTHER	3523.	668.	907.	5610.	16022.	0.	26730.
TOTAL	81741.	3664.	3023.	58794.	148600.	15989.	311811.

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
DAILY SUMMARY							
TOTAL AUTO	86750.	5182.	1593.	138780.	404643.	28065.	665013.
- DRIVE ALONE	74498.	4267.	372.	65252.	221845.	28065.	394300.
- 2 PERSON CARPOOL	9493.	865.	502.	44827.	119588.	0.	175274.
- 3+ PERSON CARPOOL	2759.	51.	719.	28700.	63210.	0.	95439.
TOTAL TRANSIT	35506.	2502.	919.	10993.	11084.	0.	61004.
- LOCAL BUS	7775.	374.	299.	2297.	1159.	0.	11905.
- RAIL	27731.	2128.	620.	8696.	9924.	0.	49099.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	18114.	1691.	513.	5579.	6232.	0.	32129.
- DRIVE	9422.	281.	110.	2393.	2108.	0.	14314.
- DRIVEN	7970.	531.	296.	3021.	2744.	0.	14561.
SCHOOL BUS	0.	0.	957.	183.	2647.	0.	3787.
OTHER	5455.	1721.	1487.	15946.	50409.	0.	75017.
TOTAL	127711.	9405.	4956.	165901.	468782.	28065.	804820.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY STATISTICS - CENTRE CITY

OFF-PEAK PERIOD

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	28152.	2669.	149.	42468.	152023.	12075.	237536.
TOTAL HOV RIDERSHIP	4721.	570.	487.	47654.	124995.	0.	178427.
TOTAL TRANSIT RIDERSHIP	11166.	1449.	345.	6531.	6972.	0.	26463.
TOTAL SOVS	28152.	2669.	149.	42468.	152023.	12075.	237536.
TOTAL HOVS	2121.	278.	182.	19838.	53237.	0.	75656.
TOTAL VEHICLES	30273.	2947.	331.	62306.	205260.	12075.	313192.
TRANSIT PERCENT	24.290	25.237	17.831	6.098	2.178	0.000	5.368
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	61.239	46.489	7.692	39.650	47.480	100.000	48.181
AUTO OCCUPANCY(NO TRANSIT)	1.242	1.293	3.393	2.211	1.959	1.000	1.328
AVERAGE VEHICLE RIDERSHIP	1.519	1.948	5.847	1.719	1.560	1.000	1.574

PEAK PERIOD

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	46347.	1598.	224.	22784.	69822.	15989.	156764.
TOTAL HOV RIDERSHIP	7531.	345.	734.	25873.	57803.	0.	92286.
TOTAL TRANSIT RIDERSHIP	24340.	1053.	574.	4462.	4112.	0.	34541.
TOTAL SOVS	46347.	1598.	224.	22784.	69822.	15989.	156764.
TOTAL HOVS	3413.	169.	274.	10776.	24617.	0.	39249.
TOTAL VEHICLES	49760.	1766.	498.	33560.	94439.	15989.	196013.
TRANSIT PERCENT	29.777	28.752	18.986	7.588	2.767	0.000	11.077
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	56.700	43.611	7.403	38.752	46.987	100.000	50.275
AUTO OCCUPANCY(NO TRANSIT)	1.234	1.295	3.396	2.221	1.963	1.000	1.271
AVERAGE VEHICLE RIDERSHIP	1.643	2.074	6.067	1.752	1.573	1.000	1.591

DAILY SUMMARY

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
TOTAL SOV RIDERSHIP	74498.	4267.	372.	65252.	221845.	28065.	394300.
TOTAL HOV RIDERSHIP	12252.	915.	1221.	73528.	182798.	0.	270713.
TOTAL TRANSIT RIDERSHIP	35506.	2502.	919.	10993.	11084.	0.	61004.
TOTAL SOVS	74498.	4267.	372.	65252.	221845.	28065.	394300.
TOTAL HOVS	5535.	447.	456.	30614.	77854.	0.	114905.
TOTAL VEHICLES	80033.	4714.	829.	95866.	299699.	28065.	509205.
TRANSIT PERCENT	27.802	26.606	18.535	6.626	2.364	0.000	7.580
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	58.333	45.368	7.516	39.332	47.324	100.000	48.992
AUTO OCCUPANCY(NO TRANSIT)	1.237	1.294	3.395	2.215	1.960	1.000	1.306
AVERAGE VEHICLE RIDERSHIP	1.596	1.995	5.979	1.731	1.564	1.000	1.581

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY OF TRIPS BY MODE - REGIONWIDE

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL AUTO	686312.	118122.	212844.	4187413.	7369168.	483510.	13057369.
- DRIVE ALONE	598701.	99530.	49837.	1921232.	3931550.	483510.	7084361.
- 2 PERSON CARPOOL	64513.	17655.	62430.	1307336.	2112944.	0.	3564877.
- 3+ PERSON CARPOOL	23098.	937.	100578.	958845.	1324674.	0.	2408131.
TOTAL TRANSIT	70985.	25384.	25975.	112611.	70743.	0.	305698.
- LOCAL BUS	14974.	4279.	9246.	28183.	11035.	0.	67717.
- RAIL	56011.	21105.	16729.	84428.	59708.	0.	237982.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	43462.	15984.	13492.	68239.	43494.	0.	184672.
- DRIVE	12036.	3161.	1748.	14654.	8999.	0.	40597.
- DRIVEN	15487.	6239.	10736.	29718.	18250.	0.	80430.
SCHOOL BUS	0.	0.	91717.	4597.	49902.	0.	146217.
OTHER	19596.	11399.	96059.	252969.	474588.	0.	854611.
TOTAL	776893.	154905.	426596.	4557589.	7964401.	483510.	14363895.

PEAK PERIOD

TOTAL AUTO	1190879.	73256.	329983.	2251054.	3544470.	640932.	8030573.
- DRIVE ALONE	1038718.	61556.	76786.	1024447.	1880627.	640932.	4723065.
- 2 PERSON CARPOOL	113435.	11140.	96953.	708112.	1022535.	0.	1952175.
- 3+ PERSON CARPOOL	38726.	561.	156244.	518494.	641308.	0.	1355333.
TOTAL TRANSIT	154370.	18372.	42883.	69059.	38109.	0.	322791.
- LOCAL BUS	31262.	2982.	15199.	16434.	5824.	0.	71701.
- RAIL	123107.	15390.	27684.	52624.	32285.	0.	251091.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	93978.	11599.	22305.	41497.	23701.	0.	193080.
- DRIVE	26922.	2227.	2888.	9340.	4825.	0.	46202.
- DRIVEN	33470.	4545.	17690.	18221.	9583.	0.	83509.
SCHOOL BUS	0.	0.	143456.	2501.	23806.	0.	169764.
OTHER	35896.	7409.	150919.	136936.	233971.	0.	565130.
TOTAL	1381144.	99037.	667241.	2459550.	3840355.	640932.	9088259.

DAILY SUMMARY

TOTAL AUTO	1877191.	191378.	542827.	6438467.	10913638.	1124441.	21087942.
- DRIVE ALONE	1637419.	161086.	126623.	2945679.	5812178.	1124441.	11807426.
- 2 PERSON CARPOOL	177948.	28794.	159383.	2015448.	3135479.	0.	5517052.
- 3+ PERSON CARPOOL	61824.	1498.	256821.	1477339.	1965981.	0.	3763464.
TOTAL TRANSIT	225355.	43756.	68858.	181669.	108852.	0.	628490.
- LOCAL BUS	46236.	7261.	24445.	44617.	16859.	0.	139417.
- RAIL	179119.	36495.	44413.	137053.	91993.	0.	489072.
- EXPRESS BUS	0.	0.	0.	0.	0.	0.	0.
- WALK	137440.	27583.	35797.	109736.	67195.	0.	377752.
- DRIVE	38958.	5388.	4636.	23994.	13823.	0.	86799.
- DRIVEN	48957.	10784.	28425.	47940.	27833.	0.	163939.
SCHOOL BUS	0.	0.	235173.	7098.	73709.	0.	315980.
OTHER	55492.	18809.	246978.	389904.	708559.	0.	1419742.
TOTAL	2158038.	253942.	1093837.	7017139.	11804757.	1124441.	23452154.

2020 CITY OF VILLAGES WITH PROJECT ALTERNATIVE

SUMMARY STATISTICS - REGIONWIDE

	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
OFF-PEAK PERIOD							
TOTAL SOV RIDERSHIP	598701.	99530.	49837.	1921232.	3931550.	483510.	7084361.
TOTAL HOV RIDERSHIP	87611.	18591.	163007.	2266181.	3437618.	0.	5973008.
TOTAL TRANSIT RIDERSHIP	70985.	25384.	25975.	112611.	70743.	0.	305698.
TOTAL SOVS	598701.	99530.	49837.	1921232.	3931550.	483510.	7084361.
TOTAL HOVS	38856.	9095.	59951.	927624.	1434950.	0.	2470476.
TOTAL VEHICLES	637557.	108625.	109789.	2848856.	5366500.	483510.	9554837.
TRANSIT PERCENT	9.137	16.387	6.089	2.471	0.888	0.000	2.128
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	77.063	64.253	11.683	42.155	49.364	100.000	49.321
AUTO OCCUPANCY(NO TRANSIT)	1.214	1.259	3.423	2.265	2.014	1.000	1.367
AVERAGE VEHICLE RIDERSHIP	1.219	1.426	3.886	1.600	1.484	1.000	1.503

PEAK PERIOD

TOTAL SOV RIDERSHIP	1038718.	61556.	76786.	1024447.	1880627.	640932.	4723065.
TOTAL HOV RIDERSHIP	152161.	11701.	253197.	1226607.	1663842.	0.	3307508.
TOTAL TRANSIT RIDERSHIP	154370.	18372.	42883.	69059.	38109.	0.	322791.
TOTAL SOVS	1038718.	61556.	76786.	1024447.	1880627.	640932.	4723065.
TOTAL HOVS	67782.	5730.	93118.	502197.	694498.	0.	1363325.
TOTAL VEHICLES	1106500.	67286.	169904.	1526645.	2575126.	640932.	6086391.
TRANSIT PERCENT	11.177	18.550	6.427	2.808	0.992	0.000	3.552
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	75.207	62.154	11.508	41.652	48.970	100.000	51.969
AUTO OCCUPANCY(NO TRANSIT)	1.214	1.263	3.432	2.278	2.023	1.000	1.319
AVERAGE VEHICLE RIDERSHIP	1.248	1.472	3.927	1.611	1.491	1.000	1.493

DAILY SUMMARY

TOTAL SOV RIDERSHIP	1637419.	161086.	126623.	2945679.	5812178.	1124441.	11807426.
TOTAL HOV RIDERSHIP	239772.	30292.	416204.	3492788.	5101460.	0.	9280516.
TOTAL TRANSIT RIDERSHIP	225355.	43756.	68858.	181669.	108852.	0.	628490.
TOTAL SOVS	1637419.	161086.	126623.	2945679.	5812178.	1124441.	11807426.
TOTAL HOVS	106638.	14825.	153069.	1429821.	2129448.	0.	3833801.
TOTAL VEHICLES	1744057.	175911.	279692.	4375500.	7941626.	1124441.	15641228.
TRANSIT PERCENT	10.443	17.231	6.295	2.589	0.922	0.000	2.680
ACCESSIBLE TRANSIT PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ACCESSIBLE PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DRIVE ALONE PERCENT	75.875	63.434	11.576	41.978	49.236	100.000	50.347
AUTO OCCUPANCY(NO TRANSIT)	1.214	1.260	3.429	2.270	2.017	1.000	1.348
AVERAGE VEHICLE RIDERSHIP	1.237	1.444	3.911	1.604	1.486	1.000	1.499